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TakingItEasy

A little hard to believe, but … a woman caught her little girl eating ants and called the Poison Control Center in a panic. She was reassured that the ants weren't harmful and there would be no need to bring the child to the hospital. So the woman calmed down and when she was about to hang up, mentioned that she had given her daughter some ant poison to eat in order to **kill the ants.** They told her this changed the situation somewhat and that she should bring the girl to the emergency room right away (no shit!).

From our "Dumb Crooks File": A pair of robbers went into a record shop nervously waving guns. The first one shouted, **"Nobody move!"** But his unfortunate partner moved, and the startled first robber shot him. (Some days it just doesn't pay to get outta bed.)

Here's some math for you figure addicts. Alan Dershowitz (a prominent attorney, remember him?), whose best-selling 1991 book *Chutzpah* extolled the virtues of impudence, took his own words to heart when he asked a team of Florida lawyers for a cut of the $3.4 billion judgment they had just won against the cigarette industry on behalf of smokers. He said it was his strategy that won the case, yet admitted that "promises" the team made him were **"not in writing."** But nevertheless, he claimed they owed him "1 percent" (or $34 million) for his advice, which according to time sheets, he had dispensed over the course of 118 hours which works out to $228,000 an hour or $80 a second. Mind-boggling!

Apparently, the Great Ape Legal Projects is working toward a goal of demonstrating that chimpanzees should have some of the legal rights we humans do (i.e. "...people with rights to life and liberty and perhaps even the pursuit of happiness."). Although it would be possible for a **chimp to sue** his guardian, a spokesperson said animals such as cockroaches and ants "will never be eligible for any kind of rights." (Until they take over the world, that is.)

Fresh from our "Weird Facts Department": It seems there are about 2,000 obsolete, nonfunctioning fire hydrants remaining in place in New York City. They've been dry for almost 30 years, and their only purpose seems to be in allowing the city to collect revenue from motorists who park too close to them. Supposedly, they'll be removed at a fee of about $3,000 each (yes, $3,000 *each*). I just did some math on this one, and 2,000 times $3,000 comes to $6,000,000. Do you suppose they meant the cost would be $300 per hydrant? Or maybe there are only **200 hydrants.** What? Needless to say, there was no mention made if motorists falsely ticketed would ever be reimbursed. And what about the dogs? Where are they gonna pee?

He wanted to close his telephone account, and the company said that was fine, but it owed him 8 cents. Well, he decided he really didn't need the 8 cents and called the company to decline the windfall. But the company's representative told him **"that was impossible"**; they would have to send him a check. Which they did. A week went by and he got yet another check in the amount of 8 cents. Well, another week went by, and when he picked up his mail, there was a bill for 8 cents. (Let's just let that one ride.)

A father bought several poisonous snakes for his 13-year-old son to keep around the house as pets. But one of them bit the boy so he hid them for fear they would be taken away from him. Apparently, no one has been able to find them, which leads the authorities to believe that they may have escaped into the neighborhood, which would "significantly lower the quality of life" in the area. (An understatement I would say.) A health control officer said, "It's a macho thing to have the **venomous snakes,** but stupid supersedes macho." Good quote.

This might give you second thoughts before putting that piece of meat or chicken in your mouth (and I'm not a vegetarian). The Department of Agriculture is proposing that animal carcasses with cancer, tumors or open sores be regarded as safe for human consumption as long as the offending part is cut away. It seems there's a general loosening of slaughterhouse inspection standards. (One critic said she didn't want to **"eat pus from a chicken** that has pneumonia." Another good quote.) Also included as benign by the proposal are glandular swellings, infectious arthritis and diseases caused by intestinal worms. Hmm, you know what they say... you are what you eat.

And in honor of Valentine's Day we leave you with this: Cell phones do have their drawbacks such as causing car accidents, but here's a new one. A man plunged 10 stories to his death because he had lost his balance while on his balcony searching for a signal on his cell phone. Y'see, some good things still happen in this world. **Spread the love.**

Easyriders®

ENTERTAINMENT FOR ADULT BIKERS • NUMBER 332 • FEBRUARY 2001

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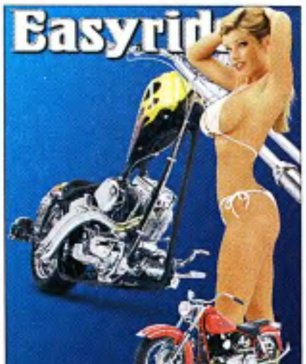

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Cover photos: Lovely Shayla Summers shot by John Wycoff with a Ron Simms chop job, Simms bike by Mike Chase. Bill Nigro's '75 FLH, photos by Dino Petrocelli. Special imaging by Jeff Biggs.

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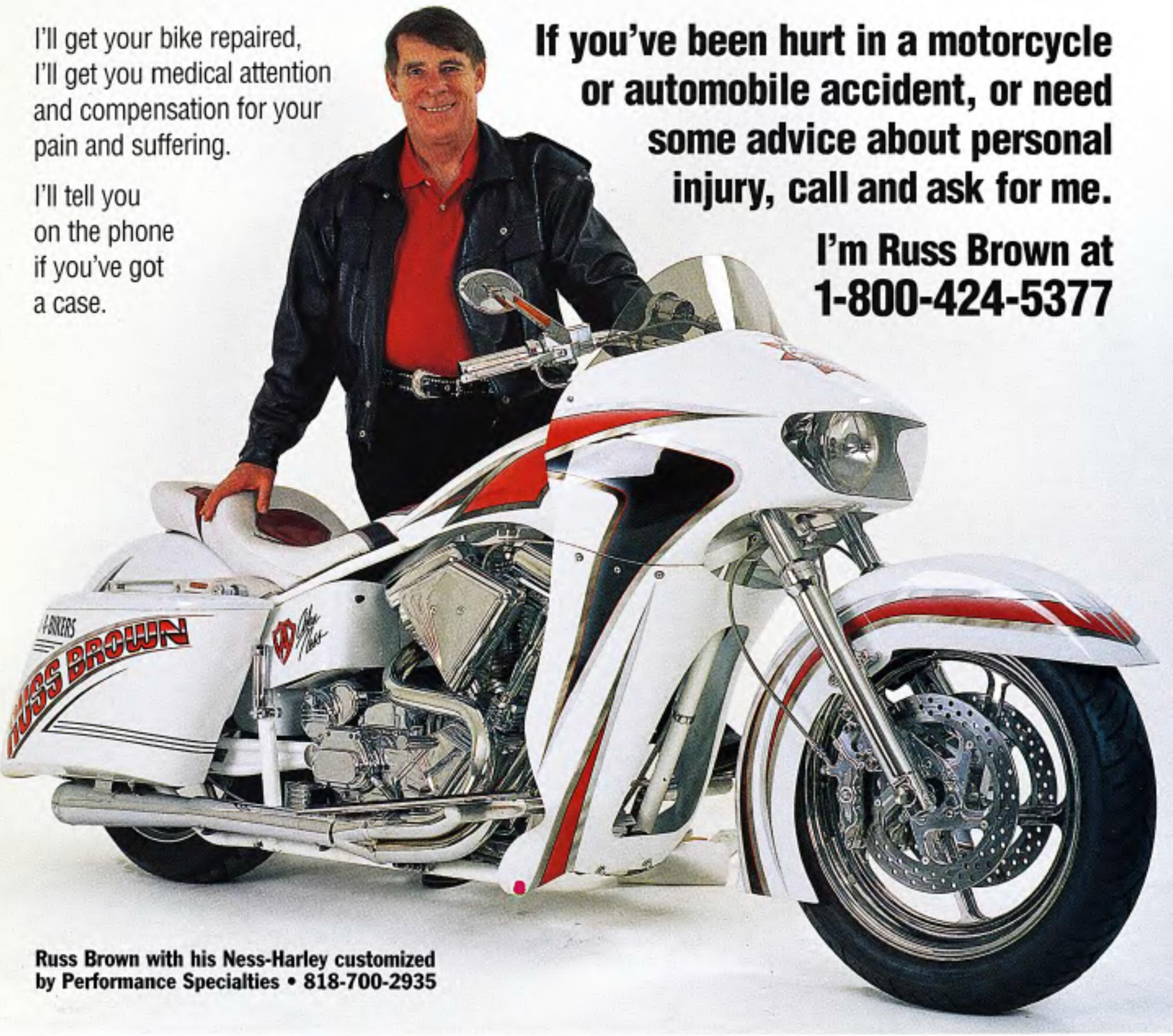
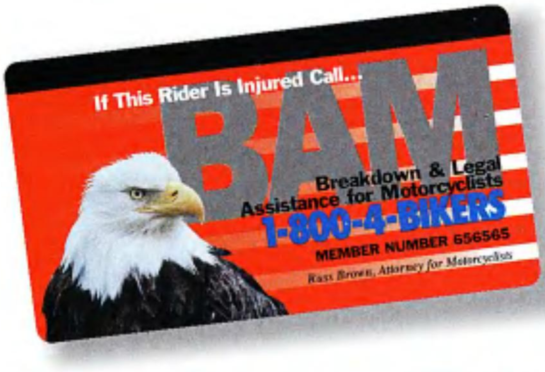


Russ Brown with his Ness-Harley customized by Performance Specialties • 818-700-2935



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WordMonger

Harebrained Idea?

I had an idea for the annual Sturgis Bike Week and want to pass it along.

Being that the city wants to put the hit on collecting bucks for the use of their city name and the use of "Black Hills," I thought that maybe it could be called the "Really Dark Hills Rally." Also, if there's an Indian reservation nearby, what about talking with the tribal elders about having Bike Week on the reservation? The proceeds from the vendors and other activities could then be used to help improve their schools or whatever the elders see fit to use it for. Something that our Indian brothers could also do to bring in money for the tribe would be to put up teepees and rent them out for the week. This would also give people a chance to see how the Indians used to live and bring a greater understanding between the Native Americans and the rest of us.

This is just a thought and a possible way to let the Sturgis Chamber of Commerce know that their greed is not needed and neither is the town for that matter. Also, they may realize that the bike rally doesn't need the town as much as the town needs the rally. Sturgis most likely plans the income of the Bike Week into their annual budget. What would happen if they didn't have that annual income?

Like I said, this is just one of my harebrained ideas.

Ken "Mongo" MacFarland
Ontario, Oregon

A Rant

Maybe I'm just whining, but my soon-to-be-ex-wife and I have taken up riding in the last two years. Me on motorcycles and she on other men.

I've been amazed at the amount of hostility toward Japanese bikes. I'll go on record in saying that I love Harleys and am presently in the planning stages of building a rubbertail. Due to the pending divorce I can't lay out 16 to 18 grand for a toy. I've spent the last few years prowling the local swap meets. To my amazement, I see people lined up to buy wheels, tanks, fenders, seats, and other stuff for their Harleys. Ninety percent of the stuff comes from Indonesia, Singapore, Malaysia, and—yikes—Japan. Even the catalogs are loaded with stuff from offshore.

In the meantime, I've purchased a Kawasaki Vulcan 800 that had been dumped. I needed something to ride. I'm a self-employed auto mechanic and have been working professionally on cars for 22 years. I own a Ford F-150, a T-Bird, and a Jeep Wrangler. I've always wanted to buy American. See, guys, I'm a firm believer in free trade. If it weren't for the Japanese invasion, the American car or bike manufacturers wouldn't have improved the product. Think back to how bad the '70s and early-'80s were for cars and bikes. The standard joke was that you always knew when Bike Week was by the amount of Harleys stuck on Highway 93 or 3 in New Hampshire. Some people have said to me, that's all part of the experience. Bullshit! I work on this shit all day. The sad part is that Harley almost went under which would have been a shame. But what came out was a superior product. Something enjoyable and reliable to ride.

So give me a break when I'm on a Kawa-tail. If it wasn't for it, you would still be pushing your shovel up the road.

Andy
Belmont, Massachusetts

You'll dig the all new V-Twin *magazine we're dishin' up which features all brands of custom and stock V-twin cruisers, products and accessories. The first issue will be on sale April 3.*

An Aftermarket Parts Tip

I want to pass along a message to the bros out there who have H-D chrome and rubber footpegs (Part No. 50130-95-large pair). The bottom rubber strips on both pegs keep coming out. Nothing like a little Krazy Glue to take care of business. It's no use going to H-D Motor Co. with a complaint. According to H-D Customer Support, they don't see any problems with the pegs. Instead, I decided to plant my feet on a new pair of KüryAkyn Pilot Footpegs.

Thanks, H-D, for opening my eyes to the wide world of aftermarket parts and accessories.

"Indian" Mike
LaSalle, Ontario

Bees in His Bonnet

I doubt if there are very many riders who haven't been hit and stung by a bee while tooling down the highway. People are being attacked daily by these little critters.

Well, it's time to fight back! I suggest we send out a few teams of bee catchers, cook 'em up and make pies out of 'em. I don't know if their little stingers wilt in the oven, but the taste is probably sweet, since they survive on nectar. An added touch could be sprinkling the top of the pies with pecans.

Stop the invasion…start making bee pies *today!* Who knows, they might even replace the famous raisin pie.

Crazy Nick
Yucca Valley, California

A Word of Thanks

My wife is paralyzed and confined to a wheelchair. I recently took her out to Ignacio, Colorado, and would like to thank everyone who was so kind to her. She's in heaven and sunburnt but loves it.

There are too many people to thank in writing. But some are Jerry Hamilton, Mogollion Band, Natalie, and Star Dancer.

Again, to everyone who befriended and helped us (you know who you are), we thank you and love you.

G.
Roswell, New Mexico

Sidehack

No big coachwork mystery here. You are looking at a Motorvation Spyder sidecar body that has been mounted on a H-D sidecar chassis. This model is still in production. We are enclosing a couple of flicks of our current shop flagship. A turbocharged 1995 Road King with a Motorvation Spyder sidecar attached.

We have reason to believe this is the fastest sidehack outfit on our block.

Lonnie Cook
Northwest Sidecar
Marysville, Washington

Needs Input

I lost the use of both my legs many years ago. For quite some time I've toyed with the idea of having a Harley-Davidson modified for independent use with hand controls only. I received my very first copy of *Easyriders* in the mail three days ago after having subscribed through your Web site. As I opened the magazine for a quick scan, I spotted the very first letter in "Wordmonger" that was written by "Buzz's Wife" in Hell, Michigan. The trike looks to be controlled just as I figured, with a clutch attached to a suicide shift and both brakes attached to the handlebars. But from the looks of the photo, Buzz isn't stuck in a wheelchair so ther was no modification for the storage of a chair.

I've always wondered if it would be better to modify a trike or to modify a bike with a sidecar. Perhaps the determining factors regarding that particular issue are the practicality of operating the platform in reverse gear and location of storage for the wheelchair.

Do trike modification kits come with a reverse kit of some sort? I don't want to reinvent the wheel here. If someone is aware of a tried-and-true kit that's commercially available or a company that makes these modifications on a regular basis, I'd appreciate a heads-up.

Dave Puzzuoli
P.O. Box 250
Skipperville, AL 36374
Puzzuoli@snowhill.com

Missed Photo Credit

In December's issue of *Easyriders* (#330) Tony Smith took the photo of our late, great, brother Rip, which was included in the Bad Ride III article. Tony's photo was taken during Rip's Bad Ride II at Blockbuster Pavilion in Glen Helen, California. Apologies for the missing photo credit Tony, at least ya got paid.

—The Editors

RON SIMMS GIVES US A LONG & NASTY ONE

Simm-erin'

Two long bikes glinted in the Daytona sunrise; one was the bright orange Camel bike built by Jesse James of West Coast Choppers, the other was a sinister sneer of a black chopper built by Ron Simms of Bay Area Custom Cycles. It's fitting that the two modern day outlaw scoots were blastin' down the sand together during Bike Week. Ron and Jesse are like a bike-buildin' father and son, both sworn to fun and churnin' out wild custom bikes that are guaranteed to stop you dead in your tracks.

For a while Ron was getting typecast for his particular Simms-style bikes; fat and mean with big-ass Thug motors and psychedelic Horst paint jobs. Then, just when you expect Mr. Simms to zig, he'll zag, creatin' a nostalgic wonder that reminds you of a '65 panhead, or a long and lean chopper like this one.

"Ron Paugh built this chopper frame," Simms remembers, "and asked me to build several long bikes for him." Paugh is a legend when it comes to building chopper frames and this one is no exception. "You can turn tight circles with one hand," Simms told us, "there's not a bit of flop." For those of you who remember the long front ends of yesteryear, many had a severe tendency to flop around and be very heavy and hard to maneuver. A few builders today do it right and can boast of the fact that their frames and front ends are perfectly balanced. Mondo at Denver's Choppers, and Sugar Bear at Sugar Bear Cycles are two rare moto-wizards, as is Ron Paugh of Paughco.

This bike reminds us of the choppers that Bay Area Custom Cycle used to build in the bad ol' days, however, this one has a bit more grunt than the chop jobs of old. Try on an S&S 103-cubic-inch motor for starters. The pipes, fenders and gas tank are by Jesse James, and Horst subdued his usual flair with a black cloak of midnight paint adorned with some wicked flames. The look is pure old school but with such new tech wonders as Performance Machine wheels and brakes.

Be sure to check out the latest Bay Area Custom creations during the Camel Roadhouse Tour this year or at a bike event near you. If you need Simms to build you a killer custom of your very own or to join his mysterious cult (don't drink the Jim Jones punch) call (510) 537-3338. *—Phantom*

Owner: ....Ron Simms
City: ....Hayward, California

General

Fabrication: ....Bay Area Custom Cycles (BACC)
Year and make: ....1999 BACC
Model: ....Chopper
Assembly: ....Ron Simms, BACC
Time: ....two weeks
Chroming: ....Carrera Plating

Engine

Year: 1999
Model: ....S&S
Rebuilder: ....BACC
Ignition: ....Dyna
Displacement:......103 cubic inches
Lower end: ....S&S
Balancing: ....BACC
Pistons: ....S&S
Cases: ....S&S
Heads: ....STD
Cam: ....Powerhouse
Lifters: ....JIMS
Carb: ....S&S
Air cleaner: ....S&S
Pipes: ....Jesse James

Transmission

Year: 1999
Shifting: ....Simms
Engine sprocket: 25-tooth
Trans sprocket: 32-tooth
Wheel sprocket: ....Performance Machine

Paint

Molding: ....Horst
Painter: ....Horst
Color: ....black with flames
Type: ....House of Kolor

Frame

Year: 1999
Builder: ....Paughco
Type: ....Chopper
Rake: ....42 degrees
Stretch: ....10 inches over
Shocks: ....more like shocking
Other alterations: ....6-inch trees

Accessories

Bars: ....Flanders
Risers: ....Paughco
Handlebar controls: ....BACC
Fenders: ....Jesse James
Headlight: ....Headwinds
Taillight: ....Simms
Speedo: ....none
Footpegs: ....Simms
Electrics: ....Simms, 12-volt
Foot controls: ....Performance Machine
Gas tank: ....Jesse James
Oil tank: ....Simms
Oil system: ....BACC
Primary cover: ....H-D
Seat: ....Corbin
Mirrors: ....BACC
Grips: ....Simms

Forks

Type: ....like wide
Extension: ....24 inches over
Builder: ....Forks by Frank
Modifications: ....Simms trees

Wheels

Front

Size: 21-inch
Hub: ....Performance Machine
Rim width: ....2.5 inches
Tire: ....Metzeler
Brakes: ....Performance Machine

Rear

Size: 18-inch
Hub: ....Performance Machine
Rim width: ....5.5 inches
Tire: ....Metzeler 180
Brakes: ....Performance Machine
Photos: ....Mike Chase

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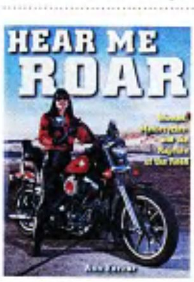
LET THERE BE LIGHT

Pat and Brook Kennedy are always doin' something new and innovative and here we see their new PK-007 custom chopper Flat Bottom Headlight. Made from hand-forged steel, itÕs available in bright chrome finish, or raw for painted applications like this one. Give Pat a call at (520) 432-1330 or check out his Web site at: www.kennedyschoppers.com.



ROARIN' ONCE MORE

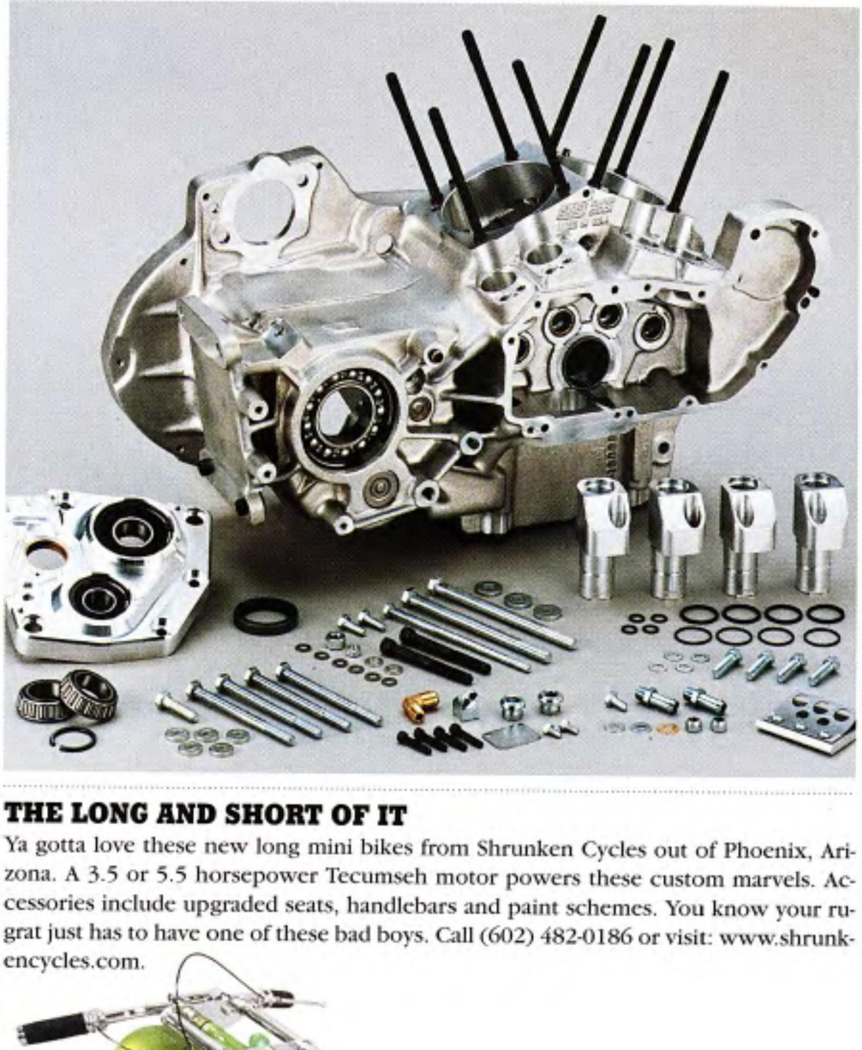
After being out of print for several years, the folks at Whitehorse Press are bringing back Hear Me Roar with a new preface by author Ann Ferrar on the latest about women in motorcycling. There's also an updated Resource Directory featuring current listings of motorcycle clubs, Web sites, periodicals, manufacturers and aftermarket suppliers. Ms. Ferrar rode over 30,000 miles in her search to interview hundreds of women bikers, from athletes and celebrities to blue collar workers. Now if they'd just reprint those old Bronson novels. Available through Whitehorse Press. Call (800) 531-1133 or visit: www.whitehorsepress.com.

RATED X-TREME

Get down and funky with Chrome Specialties' new Streetware catalog. Every page is filled with everything you need to look too cool from bowling shirts to leathers, slinky lingerie to wild body jewelry. Hey, the catalog is even free! Call (800) 277-8685 or visit: www.chromespecialties.com.

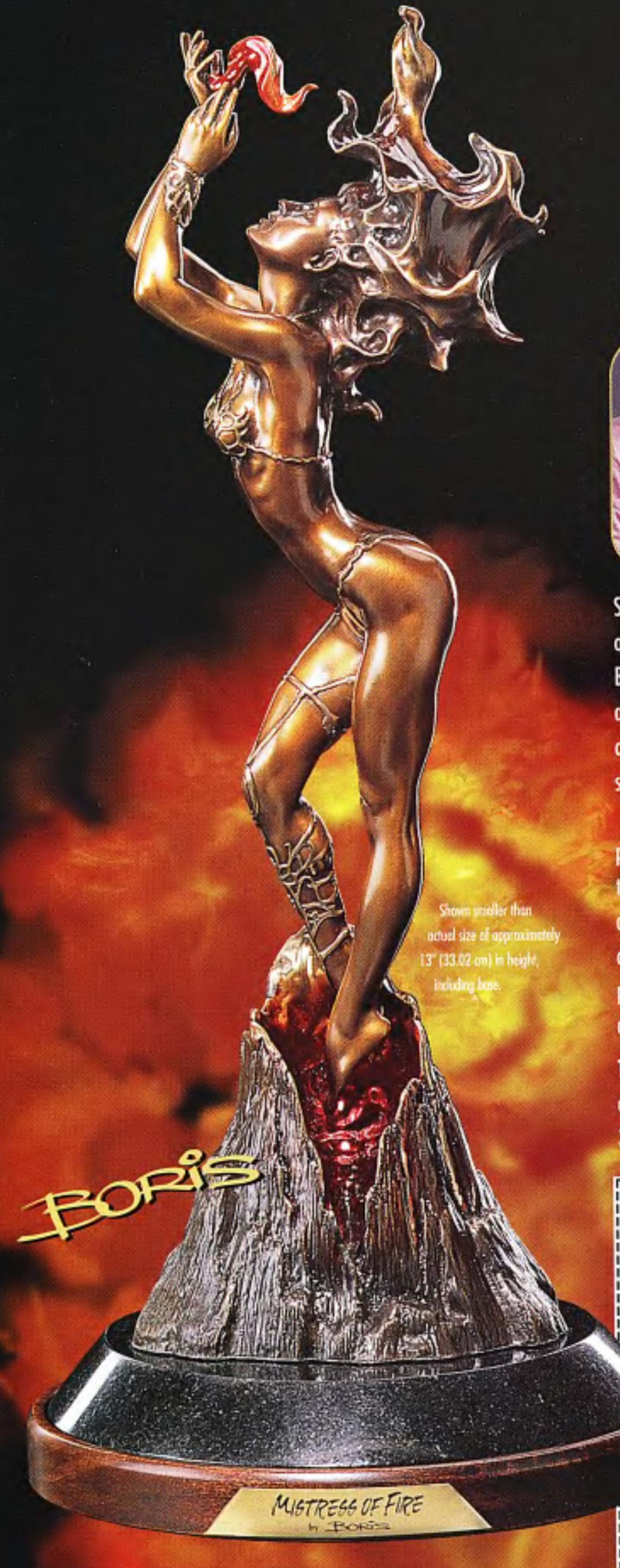
GET SPORTY

S&S Cycle just released this nifty new crankcase assembly for Evo Sportsters. Designed for stock and big bore applications, this bulletproof wonder is great for high performance engines up to 103 cubic inches. It's made from 356-T6 billet for strength and durability. Find out more by callin' (608) 627-1488 or send an e-mail to: sscust@sscycle.com.



THE LONG AND SHORT OF IT

Ya gotta love these new long mini bikes from Shrunken Cycles out of Phoenix, Arizona. A 3.5 or 5.5 horsepower Tecumseh motor powers these custom marvels. Accessories include upgraded seats, handlebars and paint schemes. You know your rugrat just has to have one of these bad boys. Call (602) 482-0186 or visit: www.shrunkencycles.com.



Shown smaller than actual size of approximately 13" (33.02 cm) in height, including base.

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by world-renowned fantasy artist Boris Vallejo

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purpleen player

JUNIOR SOLORIO'S BOOYA BIKE

What's the difference between pink and purple? The grip! Show-winning bike builder, wildman and outlaw prison guard, Junior Solorio, did six years of "no bike" hard time before he jack-slapped some daredevil-style onto his heart-grip-pin', hair-raisin' hybrid, called the Player. It all started when he was riding around the wine country of Modesto, Calif., on his '83 FLH, and the then-helmet-free Golden State handed riders an enema in the form of a "new" helmet law. Junior said, "I'll show them," and sold his ride. We've all made mistakes, but this booger sandwich of Junior's meant that he'd have six long years to think about the kind of bike he'd build. He knew right away that he wanted one-a-them new scoots but couldn't help but think that he could build a one-off, ground-up custom for about the same bucks as the price of a showroom beauty. Junior combined his favorite aspects of FLH and FXR bikes, forming a hybrid species that would say *Booya* if it could talk. (That's Junior's nickname and is prison slang for "*Gotcha!*").

See, ol' Junior has been a corrections officer the past 15 years and lives by a code of silence as tough as any mechanical restraint. He rides with the OPG's (Outlaw Prison Guards) who share a special brotherhood and pride in their rides. Junior is a "take any dare" wildman who has ridden his purpleen green Player machine through hotel lobbies, done serious rear-tire roastin', caught air across highway dividers, and even managed to get his putt stuck in a service elevator or two just for the helluva it! Natch…the gratuitous wheelie and effervescent warmth of leg-wettin' smokies are staples of his completely retarded riding style. Nothin' wrong with breakin' out a ruler to gauge how much fun you had the night before by measurin' the remnants of rubber encrustation on the inside of your back fender.

There's more to this Player than glitzy candy-green flames over a purpleen ChromaLusion base. In the early stages, Junior would hang out at Road Dog Cycles and play liars poker for the price of parts with Bob and Brent Holloway. When it came time to get out the polish and chromecoat some doodads, Junior hooked up with John at West Coast Chrome. For the eye-poppin' awesome paint, Ernie Ramsey treated this project as if it were his very own.

This bike's one Mac-Daddy Player that can out thrash any yard ape on detail, and true to any real Players conduct profile, this Booya bike has an easy ride and a well-mannered sense of control that makes it a model inmates dream.

—Da Cheese

Owner: ....Junior Solorio
City: ....Modesto, California

General

Fabrication: ....Booya Cycle
Year/make: ....1999 Special Construction
Model: ....Player
Assembly: ....Booya Cycle
Chroming/polishing: ....West Coast Chrome

Engine

Year/model: S&S Super Sidewinder
Rebuilder: ....Road Dog Cycle
Ignition:...........................Crane Hi-4
Displacement:........88 cubic inches
Lower end: ....S&S
Pistons: ....S&S
Cases:.......................................S&S
Cam: ....S&S 561
Carb:..........................S&S shorty E
Air cleaner: ....S&S
Pipes: ....Hooker
Mufflers: ....who's askin'?

Transmission

Year/make:..............1999 Rev-Tech 6-speed
Modifications:....................polished

Paint

Molding:Kruse/Lucas Paint & Body
Painter: ....Ernie Ramsey
Color/type:....... Absolute Purpleen ChromaLusion/DuPont
Special paint: ..green candy flames

Frame

Year/type: ....1999 Rubbermount
Builder: ....Paughco
Modifications:........33-degree rake, welds ground and filled

Accessories

Bars: ....White Bros.
Handlebar controls:....Performance Machine
Fenders: rear, Poli-form; front, CCI
Headlight:..............Styleglide Prizm
Taillight:..........................tombstone
Speedo:....................Dakota Digital
Footpegs: ....Performance Machine
Foot controls: ....Performance Machine
Electrics: ......Booya Cycle, 12-volt
Gas tank: ....CCI fatbobs
Oil tank: ....Paughco
Oil system: ....S&S
Primary cover: CCI
Seat: ....Corbin
Mirrors: ....Pro-One
Grips: ....Landmark

Forks

Type: ....fat
Builder:.......................................CCI
Modifications:....................polished

Wheels

Front

Type: ....Akront spokes
Size: 18-inch
Rim width:........................3.25-inch
Tire:..................................Avon 130
Brake:............Perf. Mach., 4-piston

Rear

Type: ....Akront spokes
Size: 18-inch
Rim width:........................5.75-inch
Tire:..................................Avon 180
Brake: ....Performance Machine, 4-piston

Photos:........................Mike Chase

Happenings

ALABAMA
ABATE of Alabama
Info: (888) 800-2812

ALASKA
ABATE of Anchorage
Info: (907) 566-3332

Kenai Peninsula Chapter
Info: (907) 776-8148

Tanana Valley Chapter
Info: (907) 457-3246

ARIZONA
ABATE of Arizona
Info: (602) 678-4012

Easter Seal Soc. Benefit
Date: Jan. 14
Info: (520) 881-9706

Bashful Bandit's
Poker Run
Date: Feb. 18
Info: (520) 881-9706

MDA Annual Poker Run
Date: March 11
Info: (520) 881-9706

ARKANSAS
ABATE of Arkansas
Info: (501) 888-5893

ABATE Dist. 1
Swap Meet, Bike Show
Little Rock Expo Cen.
Date: Feb. 4
Info: (501) 988-1480

CALIFORNIA
ABATE of California
Freedom Rally
Place: State Capital
Date: Jan. 8
Info: (805) 641-2334

Legislative Seminar
Place: Sacramento
Date: Jan. 27
Info: (707) 446-9432

ABATE Local 17
Freeze Your Ass Off Run
Date: Mar. 4
Info: (707) 446-4434

Motorcycle Swap Meet
Place: Ventura Fairgr'nds
Date: Mar. 11
Info: (805) 650-6777

COLORADO
ABATE of Colorado
Info: (303) 659-6374

23rd Annual Colorado
M/C Show & Swap
Place: Denver Western
Nat. Stock Show Com.
Date: Feb. 3-4

CONNECTICUT
Connecticut Motorcycle
Riders Association
Info: (860) 588-6666

DELAWARE
ABATE of Delaware
www.dol.net/ ~abate-of-de/

FLORIDA
ABATE of Florida
Info: (904) 943-9610

Christian Riders
Suncoast Bike Show
Place: First Christian
Church, Clearwater
Date: Feb. 10
Info: (727) 733-2222 or
Church (727) 799-0612

GEORGIA
ABATE of Georgia
Bike Show & Swap
Place: Lakewood Fair.
Date: Jan. 21
Info: (404) 294-8900

ABATE of Georgia
15th Annual Run To
The Sun, Savannah
Date: Mar 2-4
Info: (404) 294-8900.

HAWAII
Street Bikers United
Info: (808) 842-5530

IDAHO
ABATE of
Northern Idaho
Info: (208) 245-2320

Idaho Coalition for
Motorcycle Safety
Info: (208) 345-6231

ILLINOIS
ABATE of Illinois
Info: (800) 872-2283

J&P Promotions 15th
M/C Parts Extravaganza
Place: Belle-Clair Fairgnd.
Date: Jan. 7
Info: (319) 462-6011

J&P Promotions 20th
M/C Parts Extravaganza
Place: Will Cnty. Fairgnd.
Date: Feb. 4
Info: (319) 462-6011

INDIANA
ABATE of Indiana
Info: (800) 23-ABATE

10th Annual Indiana
Motorcycle Exposition
Place: Ind. State Fairgnd.
Date: Feb. 22-25
Info: (317) 546-4344

IOWA
ABATE of Iowa
Info: (515) 858-5001

Midwest Motorcycle
Show and Swap
Place: Sioux City Con-
vention Center
Date: Jan. 27-28
Info: (712) 262-8910

Capitol City Custom
Cycle Show and Swap
Place: Iowa State
Fairgrounds
Date: Feb. 10-11
Iinfo: (712) 262-8910

KANSAS
ABATE of Kansas
Info: (800) 657-5763

ABATE District 4
17th Annual Capital
City Motorcycle Show
Place: Topeka
Date: Mar. 16-18
Info: (785) 286-1586 or
(785) 354-7745;
dist4abate_ks@email.com

KENTUCKY
Kentucky Motorcyclists
Association
Info: (800) 68-CYCLE

Freedom Fighter's
Forum
Place: Louisville
Date: Jan. 27-28
Info: (800) 68-CYCLE
www.kmakba.com

LOUISIANA
ABATE of Louisiana
Info: (800) 393-5966

MAINE
United Bikers of Maine
Info: (888) 229-9UBM

MARYLAND
Frederick County
Sweetheart Dance
Place: Mt. Pleasant,
Ruritan on Crum Road.
Date: Feb. 17
Info: (800) 843-0252 (in
Md.) or 410-263-9185

Carroll County Chapter
Cabin Fever Dance
Place: American Legion
Post 116, Reisterstown
Date: Feb. 23
Info: (410) 876-2778
squid126@yahoo.com

MASSACHUSETTS
MMA of Massachusetts
Info: (800) 432-1MMA

New England Motorcy-
cle Trade Show
Place: Bayside Expo
Center, Boston
Date: Feb. 3-4
Info: (904) 252-3101 or
www.cycleprousa.com

MICHIGAN
ABATE of Michigan
Info: (810) 949-7146

MINNESOTA
ABATE of Minnesota
Info: (800) 224-6570

Minnesota Motorcycle
Riders Association
Info: (612) 541-1704

MISSISSIPPI
ABATE of Mississippi
Info: (601) 587-0695

MISSOURI
Freedom of Road Riders
Info: (800) 309-RIDE

MONTANA
ABATE of Montana
Info: (406) 434-2473

NEBRASKA
ABATE of Nebraska
Info: (402) 489-0651

NEVADA
ABATE of So. Nevada
Heart Throb Run.
Date: Feb. 11
Info: (702) 870-6121

ABATE of So. Nevada
St. Patrick's Day Run
Date: Mar. 11
Info: (702) 870-6121

NEW HAMPSHIRE
N.H. Motorcyclists
Rights Organization
Info: (603) 627-3528

NEW JERSEY
United ABATE of
New Jersey
Info: (732) 549-1990

New Jersey Motorcycle
Show & Trade Show
Place: Somerset, Garden
State Exhibit Center.
Date: Jan. 20-21
Info: (904) 252-3101 or
www.cycleprousa.com

NEW MEXICO
ABATE of New Mexico
Info: (505) 585-9789

NEW YORK
ABATE of New York
Info: (716) 762-8461

Skin & Steel Tattoo,
Swap Meet, Bike Show
Place: Rochester, River-
side Convention Center
Date: Jan. 27
Info: (716) 234-0895
www.abatenymonroe.org

Northeast Motorcycle
Car and Truck Show.
Place: Suffern,
Rockland College,
Date: Mar. 30-Apr. 1
Info: (752) 657-8852

NORTH CAROLINA
Concerned Bikers Assn.
Info: (910) 866-5434

26th Annual Spring Bike
Show and Swap Meet
Place: Charlotte
Date: Mar. 24 - 25
Info: (704)455-6245,
(704) 455-6245
www.charlottecba.
somewhere.net

NORTH DAKOTA
Freedom Riders MC
Bike Show
Place: Bismarck Radison
Date: Mar. 10-11
Info: (701) 663-8991

OHIO
ABATE of Ohio
Meltdown Party 2001
Place: Sheridan's
Date: Feb. 24
Info: (330) 325-3322
(800) 252-4537
kfrost@aol.com

OKLAHOMA
ABATE of COD
Party Your "ICE" Off
Date: Jan. 21
Info: (405) 936-RIDE
(7433)

ABATE of COD
Legislative Breakfast
Date: Feb. 15
Info: (405) 936-RIDE
(7433)

ABATE of COD
Freedom Rally
Date: Mar. 15
Info: (405) 936-RIDE
(7433)

ABATE of COD
Mystery Poker Run
Date: Mar. 18 (Rain
date Mar. 25)
Info: (405) 936-RIDE
(7433)

OREGON
ABATE of Oregon
Info: (503) 285-4329

ABATE of Oregon SE
Chapter Anniv. Party
Place: Portland
Date: Mar. 17
Info: (503) 252-4842
www.abateoforegon.org

PENNSYLVANIA
M/C Parts Extravaganza
Place: York Fairgrounds
Date: Jan. 14

ABATE of Pennsylvania
Legislative and Leader-
ship Seminar; Awards
Banquet and Dance
Place: Harrisburg
Date: Jan. 26-27
Info: (717) 234-3777
www.abatepa.org
abatepa@abatepa.org.

J&P Promos. Motorcy-
cle Parts Extravaganza
and Indoor Bike Show.
Place: Harrisburg,
Farm Show Complex,
Date: Mar. 25
Info: (319) 462-6011

Philadelphia Spring Fest
M/C Show, Trade Show
Place: Fort Washington
Expo Center
Mar. 31-Apr. 1
Info: (904) 252-3101
www.cycleprousa.com

RHODE ISLAND
R.I. Motorcycle Assn.
Info: (401) 722-1122

SOUTH CAROLINA
ABATE of South Carolina
Info: (888) SC-ABATE

SOUTH DAKOTA
ABATE of South Dakota
Info: (605) 256-2188

TENNESSEE
CMT/ABATE of Tenn.
Info: (615) 907-0304

TEXAS
Texas ABATE Con.
Info: (409) 849-0258
www.bdeweb.com/abate

UTAH
ABATE of Utah
Info: (801) 627-1117

VERMONT
Freedom of the
Road Riders
Info: (802) 325-3507

VIRGINIA
Mid Atlantic M/C Show,
Place: Capitol Expo Ctr.
Date: Jan. 6-7
Info: (904) 252-3101 or
www.cycleprousa.com

M/C Spectacular Show
Place: Chantilly Shop Ctr
Date: Jan. 6-7

WASHINGTON
ABATE of Washington
Info: (425) 643-9675

WASHINGTON, D.C.
ABATE of D.C.
Info: (202) 546-0983

WEST VIRGINIA
ABATE of W. Virginia
Info: (304) 547-5495

WISCONSIN
ABATE of Wisconsin
Info: (800) 386-4442

Motorcycle Swap Meet
Place: Eau Claire,
Downtown Civic Cnt.
Date: Feb. 18
Info: (715) 834-8389

WYOMING
VNVMC Bikers Ball
Date: Jan. 6
(307)577-1431

Wyoming Motorcycle
Show and Swap Meet
Place: Casper, Central
Wyoming Fairgrounds,
Date: Apr. 7
Info: (307) 234-1811 or
www.chromeontherange
.com

To have your event listed, get the info to us at least 3 months in advance. We're as accurate as possible, but dates can change after publication—so check with the sponsors first. What's Happenin', P.O. Box 3000, Agoura Hills, CA 91376-3000; fax: (818) 889-5214; www.easyriders.com

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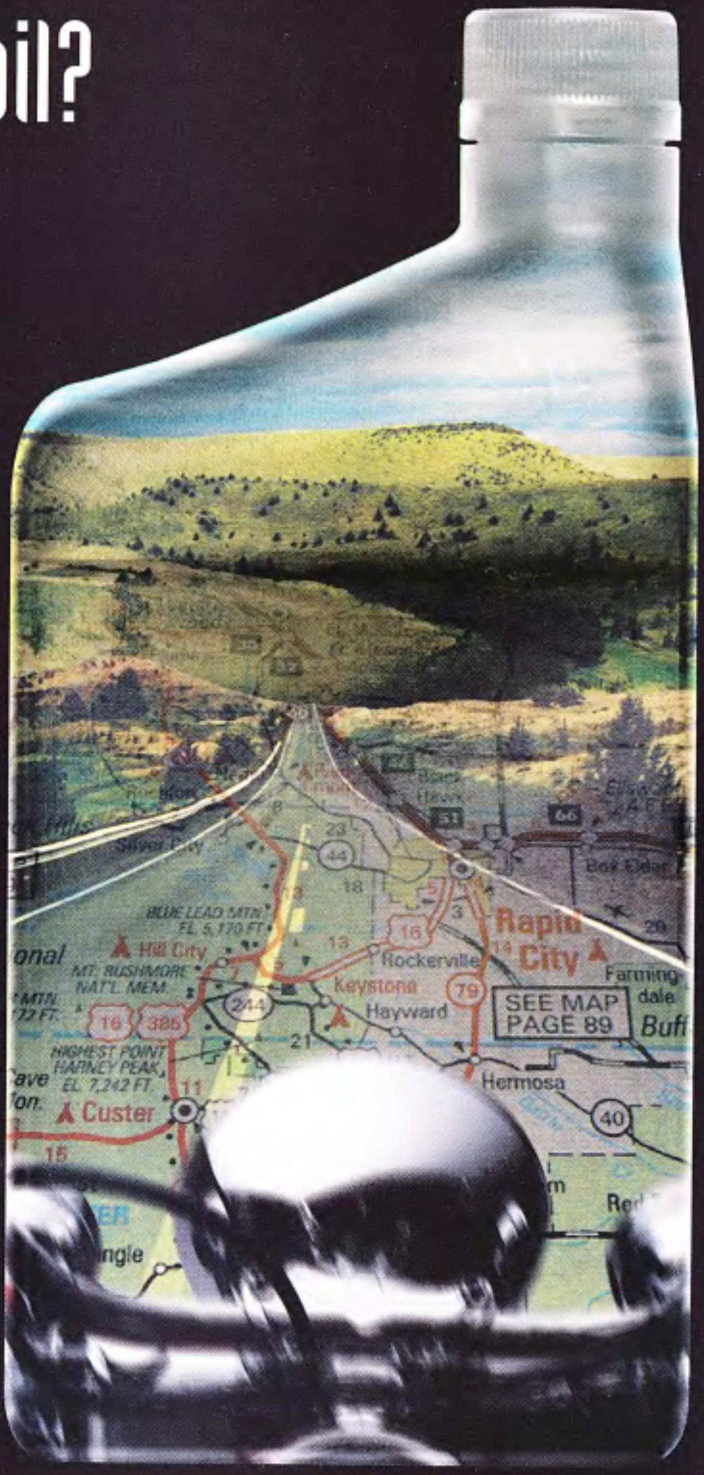

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Easynews

If it's of interest to bikers, we'll print it.

sweeps winners

Perfect Timing for Camel Grand Prize Winner

It was truly a grand prize for the Biketoberfest Camel Sweepstakes Grand Prize winner Giséle Riden in Daytona last October. Giséle, of Edwards, Colo., was one of five finalists invited to try her luck at starting one of five motorcycle engines onstage at the Camel Roadhouse. The engine Giséle drew fired up, garnering her the right to choose either a custom scoot built by a master builder or $35,000. Giséle went for the cash, explaining that she and hubby Steve already owned two late-model Harleys and were preparing to buy land in Colorado for a resort cabin. The windfall couldn't have come at a more perfect time, she said. Giséle was accompanied onstage by legendary custom bike builder Ron Simms.

The five finalists' names were drawn at random, from more than 40,000 last September, entitling them to an all-expense paid trip to Biketoberfest for two along with $500 walkin'-around dough. The runners-up were: Tracy Robertson, San Mateo, Calif., accompanied onto the stage by Jesse James; Chuck Robertson, Palm Bay, Fla., accompanied by Dave Perewitz; John Sanders, Manchester, Pa., accompanied by Donnie Smith; and April Vogel, Blaine, Minn., accompanied by Jim Nasi.

The engines onstage were supplied by TP Engineering, and yes, of course four of the five were not supposed to start. *— Nomad*

where are they now desk

Fox of a Different Color

It started like this: she wanted to show some dude she could make it into our rag, and when she did, she said, "The sky's the limit," and let her imagination guide her. Karen Ann Kovacs made it into the Fox Hunt 1988 despite her sister's doubt, and in spite of and to spite some guy.

In the interim, she got into distance running; traveled the world learning of life and love's travails, finally blending those experiences into heartfelt poetry and songwriting. Carl Perkins of radio station CIGV-FM, and Gordon Reynen from the B.C. Country Music Assn. liked it. We'll keep our ears to the wind and wish her the best. *—Von Ludmuth*

on the road

Into the Wind all Over the World

Photo: courtesy Dr. Gregory Frazier

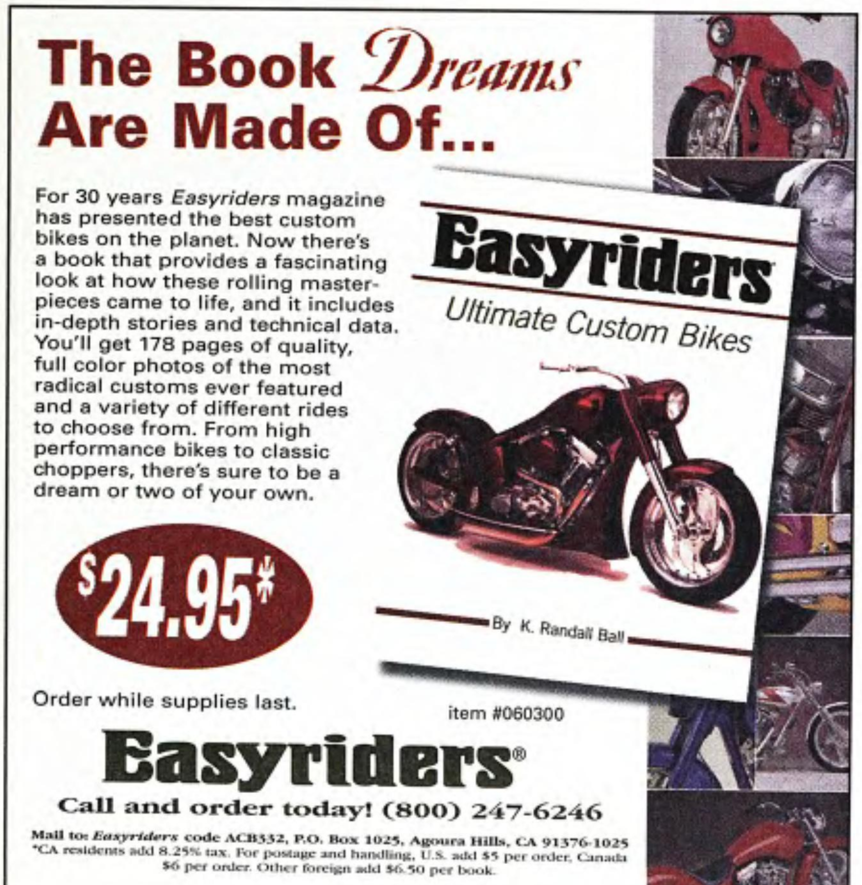
So you biked halfway across the continent to Sturgis and back a few times. What kickass experiences those were. What awesome war stories to tell. But now some elusive little feeling is creeping into your gut…what to conquer now? How about the world?

Check out Dr. Gregory Frazier, he's setting out on his third round-the-world ride. The photojournalist and author has already scooted the globe from east to west and north to south, but this trip will take Greg to places he missed the first two times. And, get this, on each leg of this trip he'll be hopping on a motorcycle brand of origin from the continent he's passing through: Indian (North America), BMW (Germany/Europe), Amazonas (Brazil/South America) and Indian Enfield (India/Asia). This ride is expected to last six months and cover 18,000 miles! Makes ya salivate just to think of the adventure lurking out there.

Greg, an American Indian (Crow), is the only American on record to have circumnavigated the globe twice by motorcycle. In his forays, Greg has been run over by bulls, chased by elephants, jailed and robbed. "Once my motorcycle sank to the bottom of a glacial stream after the raft I constructed broke apart. Another time I got myself so stuck I had to dismantle the motorcycle and carry it in pieces across a snowfield," Greg fondly recalls (Well, maybe not so fondly).

Some call Greg's expeditions pure madness, but Greg blames his danger-kindling nomadic lifestyle on heredity. "One hundred years ago, because I'm an Indian with wanderlust, I would have been roaming the earth on a horse," Greg explains. "Today I wander the globe on two wheels."

Greg is one of a growing number of motorcycle adventurers from all over the world. For a list of Greg's books or videos, or for more information look 'em up on the Web at: www.horizonsunlimited.com, or call Whole Earth Motorcycle Center in Denver, Colo., (303) 715-9292. *—Nomad*



industry news

Meeting of the Minds 2000

More than 400 people recently attended the Motorcycle Riders Foundation (MRF) Meeting of the Minds in Chicago. The workshops and seminars were a huge success; the MRF's theme for the MOTM 2000 was "Going Global." However, what impressed us the most was seeing and meeting new and younger faces for the first time. New MRF members got an earful about their future right to ride and the problems faced ahead. We need more younger blood coming into our ranks who also value their freedoms. Thanks for attending folks.

Our sincere congratulations to all MRF award winners. The MOTM 2001 will take place in Pittsburgh, Pa. Stay tuned to *Easynews* for details down the road.

—*Twiggy*

Photo: Twiggy

Outgoing MRF president Mark Buckner presents the MRF's John "Farmer" Eggers award to Missouri's Freedom of Road Riders (FORR) member Joe Loyd.

hall of fame

Helen Wolfe

For years, when Rip was still alive, we always compared notes on everything going on in the nation with motorcyclists. Our comparisons also included national SMRO's newsletters. One publication that caught our eye was ABATE of Washington's Newsletter with Helen Wolfe as editor. In our view, she topped 'em all, not only with her subject content, but her direction and expert photography that was second to none.

Because of her bike wreck back in May, the job, understandably, takes up more personal time than she now has to give. Her October 1, 2000, ABATE of Washington Newsletter was Helen's last as editor. Always crediting others first, in her last official editorial she gave some good advice to aspiring editors on how to get things done.

Helen stated: "Stay with it. Credibility. Keep it constructive. Make it easy to understand and read. Be consistent in design. Be neutral in opinion. Be tasteful. Build the whole thing around the content from writers and around events that affect the majority. Meet deadlines. There's more, but I feel these make up the foundation of a good newsletter."

Helen, your editorial formula is right on. *Easyriders* wishes you a well deserved rest! We also suspect that you'll be back, 'cause it's in your blood. Don't stay away too long. *—Twiggy*

big bro

Who is Next?

Recently, U.S. Surgeon General David Satcher became so damn concerned about your safety, that he's proposing his own 10-year health plan "hit list."

Satcher's list takes aim at your kids; "couch potatoes," he calls them, kids who would rather play video games than shoot baskets or run track. He also wants you adults to quit smoking and using drugs; for you teenagers, he wants you to abstain from sex or use condoms. This guy sounds about as much fun as a blind date with U.S. Attorney General Janet Reno in a dark ally.

Satcher's endless list goes on and most likely his next move will include the dangers of "fatty foods," such as McDonalds, Taco Bell, Domino's, Jack in the Box (to name just a few), where he (and others) will attempt to impose a "sin tax," all in the name of our safety. Big Brother's recent attacks against the tobacco and firearms industry should warn everyone of our government's ultimate intent.

So, what legitimate American product could be targeted next? Try the beer, wine, and spirits industry. It's pathetic when our very own government attempts to criminalize U.S. manufacturers for producing a legal product right here in America! *—Twiggy*

What is every bleached blonde's ambition in life?

To be like Vanna White and learn the alphabet.

El Vee
El Lay

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H-D/Kawasaki of Glendale, 5556 Grand Ave., Glendale

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Bartels' H-D, 4141 Lincoln Blvd., Marina Del Rey
San Diego H-D, 5600 Kearny Mesa Rd., San Diego

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Easyriders Denver, 4090 E. Iliff, Denver
Thunder Mountain H-D, 1303 SW Frontage Rd., Ft. Collins
Two Wheelers MC Shop, 1433 W. 38th Ave., Denver

Florida
Easyriders Store, 605 Main St., Daytona Beach
Fletcher's H-D, 17129 U.S. 19 North, Clearwater
H-D of Miami, 19400 N.W. 2nd Ave., Miami
Miller's Custom Parts, 1863 S. Ridgewood Ave., S. Daytona
H-D of St. Petersburg, 5989 Haines Rd., St. Petersburg
Cycle Lab, 1911 S. State Rd. #7, Ft. Lauderdale
Heaven Cycle, 7254 S. W. 40th St., Miami

Georgia
Easyriders Columbus, 3441 Hamilton Rd., Columbus
Easyriders Atlanta, Units E& F, McDonough
Easyriders Valdosta, 1747 W Gordon St., Valdosta
Rebel's Customs, 560 SR 20 Spur SE, Cartersville

Illinois
Walter's Bros. H-D, 615 S. Maxwell, Peoria

Indiana
Brandt's H-D, Inc., 1617 S. Wabash St., Wabash
Easyriders Merrillville, 254 W. 81st Ave., U.S. 30, Merrillville

Kansas
Seber's Leavenworth Cycles, 222 Seneca, Leavenworth
Easyriders Wichita, 1201-E Central Ave., Wichita

Louisiana
Easyriders New Orleans, 4230 Veterans Blvd., Metairie

Massachusetts
Dave Frank M/C Sales, 81 Bridge St., Salem

Michigan
Saginaw Valley Motorworks, 3850 S. Huron Rd., Bay City
Easyriders Detroit, 120 N. Main St., Mt. Clemens
Detroit H-D, 25152 Van Dyke, Center Line

Minnesota
Twin City H-D North, 1441 85th Ave. N.E., Blaine

Missouri
Easyriders St. Louis, 14912 Manchester Rd., Ballwin
Alter Ego Cycle Supply, 4131 N. Brighton Ave., Kansas City

Montana
Goldrush Pawn, 1353 Hwy. 2 East, Kalispell

Nebraska
Butterfield's M/C Parts, 8025 Blondo, Omaha

Nevada
Show Bike Performance Center, 17 E. Wyoming Ave., Las Vegas

New Jersey
Kosco H-D, 1149 State Route 23, Kinnelon

New Mexico
Easyriders Albuquerque, 4101 Menaul Blvd., Albuquerque
Drivers Travel Mart, 1-40 Sr 469, Ext. 356, San Jon

New York
H-D of Suffolk County, 4020 Sunrise Hwy., Oakdale
Light House H-D, 670 E. Jerico Turnpike, Huntington Station
World Wide Cycles, 100 St. Paul St., Rochester
Zack's V-Twin Cycles, 593 Violet, Hyde Park

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Cape Fear H-D, 3618 Sycamore Dairy Rd., Fayetteville
Easyriders Greensboro, 106 College Rd., Greensboro
Easyriders Wilmington, 6789 Market St., Wilmington

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Easyriders Columbus, 611 E. Broad St., Columbus
Easyriders Cincinnati, 7220 Dixie Hwy., Fairfield
P&S MC Sales, 7220 Dixie Hwy., Dayton

Oklahoma
Easyriders Tulsa, 10816 E. 71st St., Tulsa

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Easyriders Ontario, 621 Hespeler Rd., Cambridge

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Easyriders Houston, 12899 Westheimer, Houston

Utah
Easyriders Salt Lake City, 1716 S. State St., Salt Lake City

Virginia
Shenandoah H-D, 2800-C W. Main St., Waynesboro

Washington
R&R Motor Inc., 2726 Bldg. E. Black Lake Blvd., Tumwater
East Side Harley, 13131 NE 20th/Northrup Way, Bellevue

Wisconsin
Mischler's H-D & BMW LLC, N. 8063, Hwy. 33, Beaver Dam
H-D of Appleton, Inc., 2144 W. Wisconsin, Appleton

You got it—just make a purchase of $50 or more and ask for your free copy of Easyriders from any of the bike shops listed here. And remember to take this page with you when you're on the road—it's a handy guide to some of the best Harley parts and service outlets around.

coast-to-coast

Biker News

BIKER SUES GANG STRIKE FORCE: "A member of a statewide motorcycle organization has sued the state's Gang Strike Force, accusing it of raiding his St. Cloud, Minn., apartment and illegally seizing his property," reports Minnesota's *St. Cloud Times*.

Michael Robert Kanne and the Minnesota Motorcycle Club Coalition (Confederation of Clubs) sued the strike force on October 5, 2000, calling a search this summer at Kanne's residence illegal. Kanne, a member of the Christian motorcycle club Bond Slaves, is secretary for the MMCC and has no criminal record.

Kanne's lawyer, Minnesota Aid to Injured Motorcyclists (AIM) attorney Stephen R. O'Brien, said that the search warrant and supporting affidavit haven't been filed in Stearns County District Court, which is something required by law to be done within 10 days of executing the warrant.

"By refusing to divulge the supporting affidavits, the government has shown no justification for the search," according to O'Brien, who also serves as legal counsel for the MMCC.

The search of Kanne's home came after an investigation into an assault and robbery involving motorcycle club members, said Peter Orput, assistant attorney general, and investigators thought there could be evidence in Kanne's computer about other motorcycle clubs.

Property taken included three computers, dozens of disks and tapes and shredded paper. Kanne's seized property has not been returned, O'Brien said.

O'Brien recently sued a Crystal, Minn., bar for refusing service to a biker, and was awarded a $720 judgment in what is thought to be the first legal test of Minnesota's newly enacted Equal Access biker anti-discrimination law.

BIKERS ACCUSE FBI OF MISUSING SEIZED MOTORCYCLES: Members of the Renegades Motorcycle Club in Virginia, claim that their motorcycles were damaged by the FBI after being seized in a drug bust last year. Three of the bikers have filed damage claims against the FBI and two of them have settled for payments below claimed damage

amounts, according to an Oct. 9 article in the *Virginian-Pilot* newspaper.

One Renegades member was charged by the FBI (wrongly, as it turned out) as part of a methamphetamine ring, and as is routinely done in drug cases, the bureau seized the bikers' money, property, guns and motorcycles.

When he was acquitted, he expected his property returned in decent condition. "Not by a long shot," he said, pointing out that the 22-coat paint job was ruined and expensive parts were missing. In addition, the odometer had mysteriously gained more than 1,000 miles, and the Harley had a Fairfax County sticker on it; leading the Renegades and their attorney to believe that the FBI took it for its own use without waiting to see if the club member would be convicted.

Now, the FBI is investigating to see if one of their own broke the law.

Although the investigation isn't expected to be resolved any time soon, the FBI has acknowledged that the bike was "misused" and is looking into the matter.

POLICING THE POLICE: In another apparent case of police corruption, a longtime Maricopa County Sheriff's deputy has resigned and several other county employees are under investigation in the misappropriation of seized property and the assigning of jail inmates to work on private vehicles.

In the Sept. 2 edition of the *Arizona Republic* newspaper it was reported that a former property management supervisor submitted his resignation the day he was questioned by criminal investigators after 21 years of service .

A Maricopa County jail inmate told reporters earlier that he and other prisoners were routinely assigned to work on automobiles in the county's Property Management Division, including altering odometers and working on privately owned cars, even being given civilian clothing and taken off site to do repairs.

The inmate said he suspected illegal activity when he was instructed to completely dismantle a $20,000 Harley-Davidson motorcycle that had been seized during a police search. He said the bike belonged to a friend who was attempting to reclaim it.

He said he stripped down the bike, and told the *Arizona Republic* that the motor and frame were hauled away for auction and that a county employee put all other parts in a personal truck and drove off. His account was verified by another inmate.

"I'm supposed to be rehabilitating myself in jail," he said. "Instead, I'm learning more corrupt activity."

NO KIDS ON MOTORCYCLES?: For those of you who were raised on the back of a bike, you should know that the Ohio Legislature will be considering a bill that would ban youngsters from riding motorcycles.... *Period.*

Introduced by Senator Anthony Latell, Jr. on Aug. 8, Senate Bill 323 prohibits children under the age of 11 from riding as passengers on motorcycles, unless secured in a sidecar. According to the ABATE/Concerned Motorcycle Riders of Ohio, this bill is in its first reading and, since it was introduced late in the session, will probably not be acted upon in 2000, but will likely be reintroduced in January.

If you're concerned about the government telling parents how to raise their kids, pay close attention to this one.

VETERAN MOTORCYCLISTS HONORED IN CALIFORNIA AB 1515: California's "Veterans License Plates for Motorcycles" bill, is no more! But this is a good thing, says "Trash," a biker and veteran who spearheaded the legislative effort backed by ABATE of California.

That's because AB 1515 was signed into law on Sep. 29 by Governor Gray Davis, and it's new name is "Chapter 859, Statutes of 2000."

"More than just the passage of a law that allows motorcycle-riding veterans a way to display their pride in having served, the passage of this bill into law is proof that one person can make a difference and each and every one of us matters, whether biker, veteran or just the common citizen, each of us has a voice in Government," said Trash about his first-ever lobbying experience.

QUOTE OF THE MONTH: "...It does not require a majority to prevail, but rather an irate, tireless minority keen to set brush fires in peoples' minds...."

—Samuel Adams, Founding Father and American Patriot

—Bill Bish
National Coalition of Motorcyclists (NCOM)

racing news

Screamin' Eagle Teams with Vance & Hines in NHRA Drag Racing

Harley-Davidson recently announced the signing of a multi-year agreement that teams Screamin' Eagle Performance Parts and Vance & Hines Racing in a new National Hot Rod Association (NHRA) Pro-stock Drag Racing effort.

According to the Director of Harley-Davidson Parts and Accessories Marketing Mike Kennedy, the move comes with a renewed commitment to field a championship-caliber drag racing team. "To say that we're excited about this partnership is an understatement," Kennedy said. "Harley-Davidson has raced motorcycles for nearly 90 years for one purpose: to win. And the Vance & Hines organization has an unmatched winning record in NHRA drag racing."

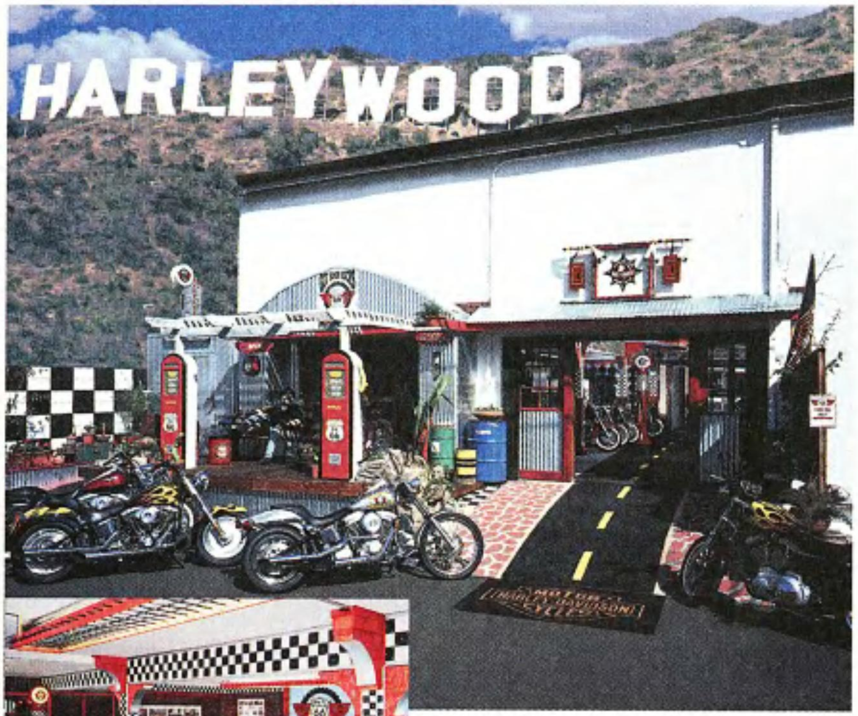
Vance & Hines Racing, which has won 17 NHRA National Championships and has never failed to qualify for an NHRA event, will immediately begin development of the Screamin' Eagle/Vance & Hines Pro Stock Bike.

"This is a natural fit," said Terry Vance, a former multi-time NHRA racing champion. "A big part of our business is designing and building performance exhaust systems for Harley-Davidson motorcycles. Now Byron and I will be able to take our racing experience and work with Screamin' Eagle to field a competitive Harley-Davidson Pro Stock bike at the top level of drag racing."

"I totally recognize the challenge of our new commitment," said Byron Hines, who is regarded as the leading engine builder in motorcycle drag racing today. "The NHRA series is extremely competitive and I'm excited with the prospects and challenge of building a winning V-twin machine."

The Screamin' Eagle/Vance & Hines Team will use the 2001 NHRA season as a development year, attending selected events. More information on the new Screamin' Eagle/Vance & Hines Pro Stock motorcycle race team will be announced at a later date, including rider selection and race dates.

—Gluteus Maximus



Photos: courtesy Route 66 Riders

industry news

Route 66 Riders

Route 66 Riders, L.A.'s premiere authorized Harley-Davidson motorcycle rental facility, announces its new expanded operation in Marina Del Rey, California. Located just 10 minutes from Los Angeles International Airport and directly next to one of the largest dealers in Los Angeles, Bartels' Harley-Davidson, Route 66 Riders' has a fleet of over 100 new Harleys.

These affordably priced Harley rentals make it possible for anyone over the age of 21, who has a valid motorcycle license, a major credit card and at least one year of riding experience, to own the road (or at least rent a piece of it) for a half-day, weekend, or week-long vacation.

Not sure which one of Harley's 25 different models to purchase? Route 66 can help. Spending some time in the saddle will give you the opportunity to "test out" the many differences between the various models that Harley has to offer.

Renters can also be outfitted with genuine Harley leather jackets, helmets and gloves for no additional charge. For info call: Los Angeles location: 1-888-HD4-HIRE (888-434-4473); e-mail, hdrt66@earthlink.net. Palm Springs location: 1-800-567-HAWG (800-567-4294); e-mail, route66hd@hotmail.com. Or visit 'em online at www.route66riders.com. —*Slim Pitwaller*

riding along

Off Road News

U.S. Forest Service Chief Mike Dombeck said recently that the United States should set aside more land as protected wilderness. "Other people have their classical literature, their myths, their traditions, their glorious architecture," Dombeck told environmentalists attending the Wilderness Society's Wilderness 2000 conference in September. "We have our wilderness. But not enough federal lands are protected as wilderness. Five percent of our land area is wilderness. It might not sound like much, and it isn't. It's not nearly enough." Dombeck said.

He also spoke out against off-road vehicle use in wilderness areas, calling it "the issue of the decade." The U.S. Forest Service and other federal lands agencies are struggling to draft new management plans for snowmobiles, personal watercraft and other off highway vehicles on public lands. He went on to say that this is a sign of how far the federal government has progressed in its land management objectives. "In this world of technological innovations that knows no bounds, who will speak for wild places, for natural landscapes, that yearly give way to parking lots, to urban sprawl, to malls, to developments?"

Idaho Congresswoman Helen Chenoweth-Hage, known for her clashes with the Forest Service and anti-access groups over the "Roadless Initiative," was pelted with a rotting salmon at the start of a recent hearing at the University of Montana to discuss the summer's catastrophic wildfires. Helen was not injured, but the hearing was recessed while she cleaned salmon from her hair and jacket.

The man, identified as Randall Mark of Moscow, Idaho, was charged with felony assault, disorderly conduct and obstructing a police officer. He was booked into the Missoula County Detention Facility on a $16,000 bond. Last January, Mark was sentenced to 60 days behind bars for blocking forest roads in Idaho County last summer.

Australian Motorcycle Federation (AMF) is the new body formed to represent every aspect of motorcycling down under. AMF is incorporating the three streams of motorcycle sport, industry and riders in a single united organization. The inception of AMF, in August 2000, gives the Aussie government a single point of contact for motorcycle related matters and gives motorcyclists a united front from which they can advocate their interests nationally and internationally. The AMF will also serve as Australia's representative arm to the Federation of International Motorcyclists (FIM).

AMF plans to turn its primary focus to roadside barriers (wire rope barricades), motorcycle noise limits, motorcycle safety training and other issues.

New York State Department of Environmental Conservation (DEC), on July 1, 2000, opened public motorized access in a new recreation easement. The opening of the first road section is part of a plan by the state to create a significant road and trail system to accommodate off-highway vehicle recreation on private forest products management lands in the northern Adirondack Park.

In 1999, DEC purchased an easement to secure public recreation access on about 110,000 acres known as the former "Champion Lands" from new owners, The Forestland Group. The easement agreement specifically allows for OHV use, as

long as certain safety and environmental considerations are addressed. DEC is now working to develop OHV access on a large section of the easement known as the Santa Clara Tract.

For more information about current riding opportunities in the area, contact ATV Ruffriders Club Inc., Brenda White, Main St., Dickinson, NY 12930, or e-mail to bwhite1@slic.com.

Tennessee is considering creating an off-road vehicle (OHV) program and is accepting your public comments and suggestions at: www.state.tn.us/environment/ohv/index.html.

According to Tennessee officials, a committee of government and public representatives, including two members of the public who represent motorized recreation, are studying the use impact and availability of OHV recreation in Tennessee. The committee has a draft goal of creating "a sustainable, managed program developed through public/private participation that provides quality OHV opportunities while protecting resources."

Tennessee public land managers and environmental regulators have identified OHV recreation as a key issue. They believe there is a need for better trail design, maintenance and management. Currently there is virtually no off-highway riding allowed in Tennessee. On July 20, officials banned the off-road use of motorized vehicles in all state forest under "emergency rules." Under the rules, motorized vehicles are only allowed on specified roads. State officials originally said permanent rulemaking process to control OHVs would follow but they have provided no details as of yet. *—AMA*

two-wheeled tidbits

Spanning the biking globe...

Portland, Oregon: By golly, justice does peek out at us now and then. Some time ago I told you about the H-D dealer here in Portland that got stuck by the men in blue. Seems a local H-D dealer, Latus Motors loaned the fuzz a scooter for a sting operation and the scoot got ripped off.

After the city said they wouldn't pay up for the loss, they said the cop that made the deal was not "authorized" to make such transactions. Now it appears the city fathers had second thoughts on the matter and after a year of wrangling and some bad press, they finally paid Latus Motors for their lost scoot and expenses incurred because of it. Needless to say, George Latus said he was out of the business of ever, ever, loaning bikes to police. Personally, I wouldn't loan 'em even a pair of old socks.

Windsor, Colorado: The scooter craze spreading through North America's cities has hit a curb in this northern Colorado town. The cops say it's the speedy little motorized scooters that are the problem, not the old foot-powered versions. Law enforcement people say folks are asking for them to be banned from streets, sidewalks and trails. They also say people are ignoring traffic laws or are unaware that there are such things that apply to these zippy little sidewalk menaces.

Skateboards and roller-blades are outlawed now and cops say these motorized scooters are just narrow skateboards with handlebars and motors. In Vermont, riders are required to register their motorized skateboards or motorized scooters as motorcycles, have them inspected and actually become certified motorcycle riders. These Safetycrats don't want anyone to have fun anymore. What is this world coming to?

Luxembourg: Due to the high number of motorcycle accidents in this very small country (five fatalities in May alone), Luxembourg Minister of Transport Henri Grethen is gonna do something about it. He started the safety campaign, "Together take care of each other," with the aim of greatly reducing the number of motorcycle accidents. Right on, Henri.

The campaign consists of: 1) A TV spot showing how easy it is for a car driver to miss seeing a motorcycle rider because of his thin profile. 2) A leaflet with important advice for "both" motorcyclists and for car drivers that was produced and sent together with a letter personally addressed from the Luxembourg Minister of Transport to the 14,000 motorcycle riders in Luxembourg. 3) The Police Grand-Ducale will do more speed controls, particularly in the north part of the country.

Now why don't our own home folks here in the U.S. come up with something along these same lines instead of extolling the "dangers" of riding motorcycles and other such modes of transportation? I guess that makes it too easy on 'em!

Patient Missing From Hospital-Found At Pub: A British motorcyclists who disappeared from the hospital where he was being treated for a broken spine, pelvis, arm and nose sparked a major alert until nurses discovered that he was enjoying a pint at his favorite pub. His supposed friends wheeled Malcom Storey out of his Southampton Hospital on his sick bed, put him in the back of a van and drove him to his favorite pub over the holiday.

Police were alerted when nurses realized their patient was missing, but the search was called off when Mr. Storey's friends called the hospital to say they would bring him back. Now, that's dedication to your daily pint. I guess broken bones have nothing to do with enjoying a healthy pint of suds.

London: A new team of motorcycle patrols has been launched in London to relieve traffic jams and other incidents around town. Lightweight high-performance bikes can cut through traffic jams and get to the source of trouble much quicker than conventional vehicles. The patrol team will operate in the central London area at first.

Although they picked the bike for its compact size, the Yamaha TDM 850s carry all the equipment that patrol teams need to fix easily-resolvable car problems right on the road. If the pilot program works out, it could been seen throughout the city and other metropolitan areas of the country. Sounds like a smart use of bikes.

Belle Plaine, Minnesota: They're back! Excelsior-Henderson Motorcycle Manufacturing Company announced they have emerged from bankruptcy and that their modified plan of reorganization under Chapter 11 of the U.S. Bankruptcy Code has been confirmed. The company's confirmation hearing was held August 18, 2000, and the Bankruptcy Court's order confirming the plan of reorganization was issued on the same date.

The company's co-founders, Dan, Dave and Jennie Hanlon said, "Confirmation of the plan represents the culmination of several months work. As we said before, we believe the proposed plan of reorganization represents the best available alternative for the company and its creditors. This is a great initial step in rebuilding the company." *Easyriders* wishes them the best.

—Gunny, Oregon, AIM Chief of Staff

stray parts

Feed Your Head

After Election Day 2000, I'd better not ever again hear anyone snivel that "My vote doesn't count." No matter whether you're ticked or tickled with the outcome of last November's cliffhanger, you have to concede that with Florida's razor-thin margin of 300 votes being the pivotal factor of a Bush or a Gore presidency a full week after the polls closed, that lame claim simply does not wash. You can, of course, argue the validity of the electoral college's take-all balloting procedure in all but Maine and Nebraska, but consider: Do you really want a small handful of our most populous states invariably calling all the shots for the rest of the country? Hmmm . . .

The hairiest roads in the USA. Once again, *Reader's Digest* has compiled a fistful of the most dangerous highways in the nation, so watch your ass even more carefully than usual if you find yourself blowing down any of the following carnage causeways, all of which, natch, are two-laners:

Route 138 between Palmdale and San Bernardino, California: The "Highway of Death" has un-guardrailed cliffs and numerous blind spots. Since 1995, 56 people have been snuffed and 410 more have been injured on its 38 miles.

Highway 21 between De Soto and Otto, Missouri (southwest of St. Louis): This 16-mile stretch is nicknamed "Blood Alley" and has racked up 31 fatalities in the past nine years alone.

U.S. Route 431 between Seale and Eufaula, Alabama (southeast of Montgomery): These 22 miles of snaking turns have claimed 37 lives since 1985. Locals call it "The Highway to Hell."

U.S. Route 6 between Spanish Fork and Price, Utah (near Provo): This piece of road is a hair-raising demolition-derby of motorists shortcutting between Interstates 15 and 70.

U.S. Route 6 between South Foster, Rhode Island, and the Connecticut border: This three-mile length is plagued with wicked dips, curves, and numerous blind spots.

Be careful out there, brothers and sisters . . . and not just on these worst five.

At long last, a decent biker movie could be heading down the pike. All right, I'll admit that I enjoy kicking back with a sixer and a VCR tape of such video trash as, say, *Vampire Biker Babes from Lesbos Island* just as much as the next bro does, but c'mon, let's face it; with the exceptions of a few rare gems—*Mask*, *Easy Rider*, and *The Wild One*—there just ain't much out there on the projection screen worth throwing a tub of cold buttered popcorn at, right? Most of Hollyweird's so-called "biker flicks" have been nothing more than lame B-movie bastardizations with about as much plot and credibility as your typical $6.95 No-Tell Motel humpa-humpa film.

Well, take heart, troops, because a likely keeper is about to hit the cinematic on-ramp. According to *Variety* magazine, the Fox 2000 studio is presently at work on a film adaptation of the book *Hell's Angel: The Life and Times of Sonny Barger and the Hell's Angels Motorcycle Club*, which is already in its sixth printing. Unlike scores of previous wannabe ripoffs, this film's being produced with the Angels' endorsement and permission to use the club logo.

Ever had a scooter stolen? Then you, too, know that the hole-in-the-gut feeling never completely fades, and if you're anything like I, you grimly hold onto the hope that you may someday luck out and stumble across your long-lost putt. With that optimism in mind, here's a new Internet site that features a Lostride Stolen Motorcycle Registry, an extensive databank with regular updates: http://home.interhop.net/~agray/lostride. After you log on and enter the info on your missing bike and your e-mail address, your sled will pop up as "STOLEN!" any time a prospective buyer runs a precautionary search of its VIN. Who knows, maybe one day you'll get a nice surprise as you're slogging through all that unsolicited spam.

Finally, for those of us who get our rocks off on the old stuff (and no, I'm not talking about our ol' ladies here), you might want to add this venue to your spring/summer road-trip list. Vintage Motorcycle Days, put on annually by the American Motorcyclist Association, will be showcasing the Indian as its 2001 Marque of the Year, exactly 100 years after that company's birth. You can catch the action—which will also include vintage racing, motocross, and dirt tracking by the entire spectrum of yesteryear's thumpers—on these two dates and locations: April 27 through 29 at Sears Point Raceway in Sonoma, California; or at the Mid-Ohio Sports Car Course in Lexington, Ohio, July 13 through 15. You might want to check out how the old gold still glitters.

—Savage

investment news

Two-Wheeled Investor

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Symbol	Company	Date Public	Last Quote	Date	52-week High/Low
BIKR	BIKERS DREAM	1997	0.220	11/21/00	1.750 - 0.050
EZR	EASYRIDERS, INC.	1998	0.250	11/21/00	2.000 - 0.250
HDI	HARLEY-DAVIDSON	1986	45.875	11/21/00	50.620 - 27.870
PII	POLARIS/VICTORY	1996	37.500	11/21/00	40.120 - 25.560
TMOT	TITAN MOTORCYCLES	1998	0.190	11/21/00	3.620 - 0.150

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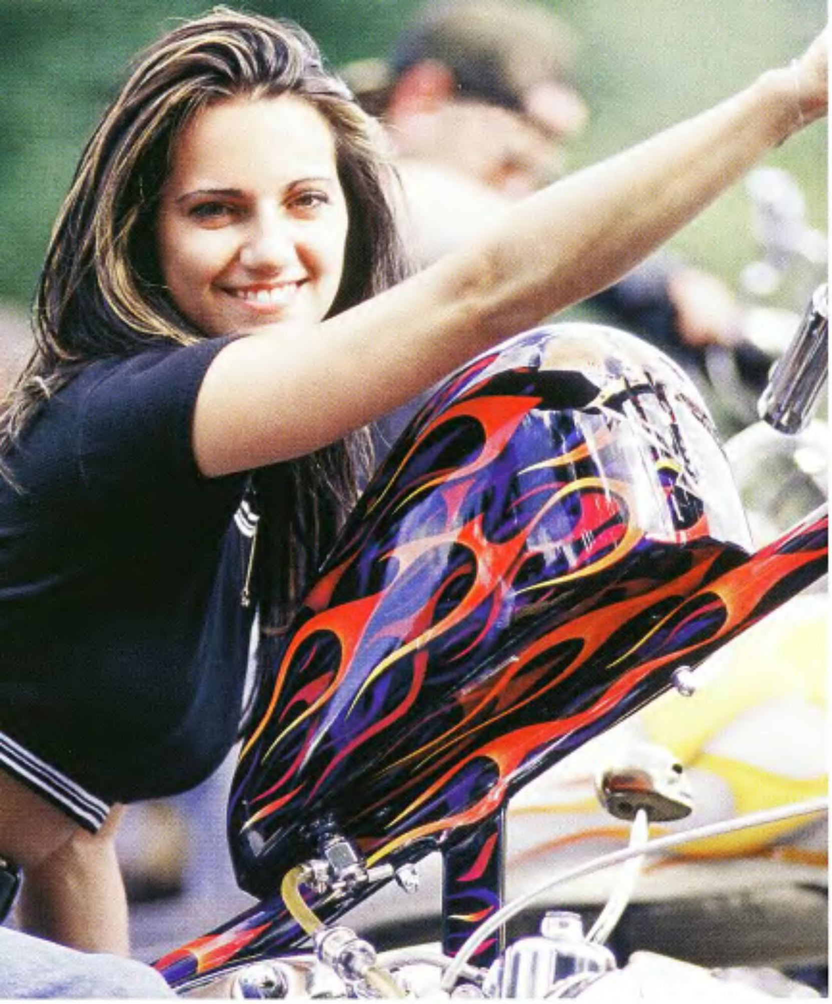
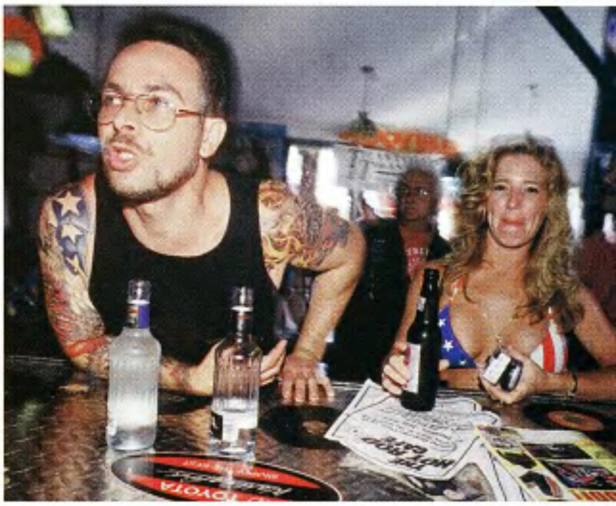
WHERE LIFE'S A FULL CONTACT PARTY!

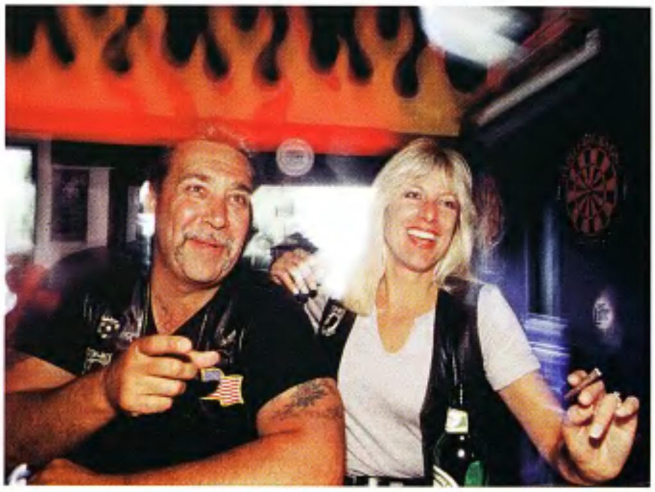
Hangin' At The Hot Rod Cafe

Joe Gambardella is one lucky mutha, he lives, eats and sleeps motorcycles and his various businesses are manifestations of that all-consuming love. Joe has loved bikes since he was a wee lad, buying a shovelhead/Sportster at the tender age of 16. Life has been a full throttle ride ever since. He opened his own custom bike shop, Hot Rod Cycles in Wallingford, Conn., nearly four years ago, turning out awesome old school chop jobs. Since Joe loves throwing a good party it was only natural that the after-hours parties at the bike shop spill over into another business altogether.

In January 2000, Joe opened the easygoin' hangout known as the Hot Rod Cafe in nearby Durham. This place is packed to the gills with kustom kulture, hot rod and NASCAR nostalgia, and if you saunter over to the amazin' flamed bar, you'll find that the draft beer flows right out of panhead and shovelhead motors. Nice touch.

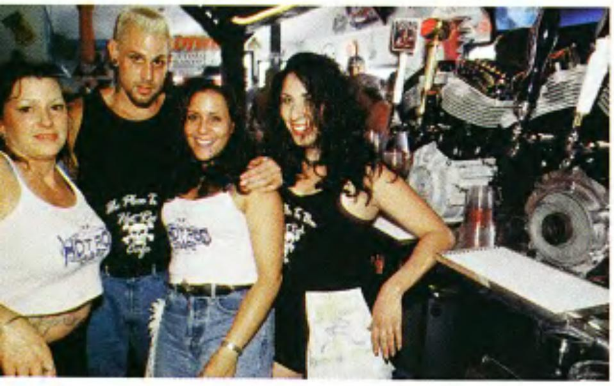






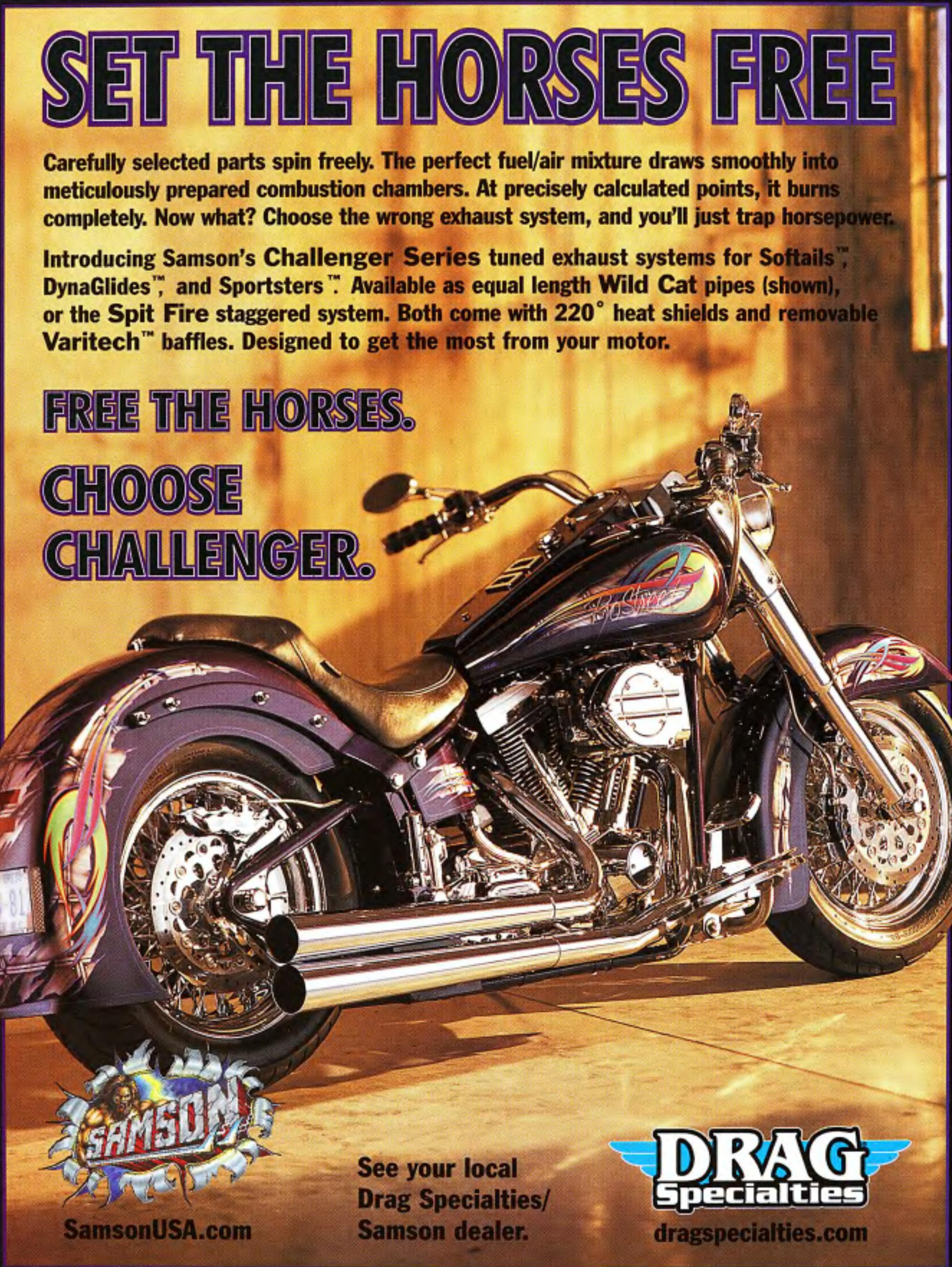
NIKE
Corona

Photos: Michael Lichter



Back in the heat of the summer our crew stopped by to check out the cafe, and as usual, Joe was having one of his li'l shindigs. Over 4,000 friendly biker folks showed up for a good time. Proceeds from that summer bash went to the Newington Children's Hospital.

When puttin' through Connecticut, stop in at the Hot Rod Cafe for good times, cold brew and some mighty fine hospitality. For more info give Joe a call at (860) 349-5677. *—Phantom Dave*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Easyriders' Bike Shows Are Comin'

It's that time of year again...THE BIKE SHOWS ARE COMIN', THE BIKE SHOWS ARE COMIN'! *Easyriders* is proud to bring you the finest custom scooters in the known universe (except for that bright green planet where the squid people make some real cool choppers). Once again, your friends at *Easyriders* are rebvin' up a mind-blowing, two-wheeled custom circus showcasing the talents of the best bike builders in the world.

It's all comin' to a city near you (unless you live south of the equator). We'll kick off the shenanigans in Pomona, California, and then blast on up I-5 to Sacramento for too much fun. Then we'll head east and blow the doors off of Charlotte, North Carolina, before kickin' ass in Louisville, Kentucky, and Memphis, Tennessee. It's all a prelim to the ultimate party in Columbus, Ohio, over President's Day Weekend in February. This is your chance to get your bike in the pages of *Easyriders* or our sister publications *Biker*, *In The Wind*, or the "new" *V-Twin*. Enter your scoot and our editors may just pick your putt for a bike feature. You can also win great trophies and big cash prizes.

If that ain't enough, all of our bike shows will feature a virtual cavalcade of vendors offering motorcycle accessories, leathers, ink slingers (that's tattoo artists to you newbies), a calendar girl competition, liver-quiverin' live bands including Branscombe Richmond and his Renegade Posse, prizes galore and loads and loads of fun. In fact, it's more fun than a fat ferret down your pants (honest I tried it before).

Easyriders Bike Shows offer the largest bike show competition in the world with over 100 custom marvels competing in each show. Each regional show will offer two competition classes: Spectator's Class and Judged Class. We'll award 22 trophies in the Spectator's Class and 18 trophies in the Judged Class. First Place Best of Show in both classes will each receive a feature in one of our magazines. The first through third place Best of Show winners will receive a $1,000 award certificate and a trophy. You must have your bike entered and on display at our Columbus Show to collect the $1,000. So, polish up your scoot and get to the Easyriders Bike Show near you! —*Phantom*

Saturday
January 6
Pomona, California
Los Angeles Co. Fairplex

Saturday
January 13
Sacramento, California
Sacramento Convention Center

Saturday
January 20
Charlotte, North Carolina
Charlotte Convention Center

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Saturday
January 27
Louisville, Kentucky
Kentucky International Convention Center

Saturday
February 10
Memphis, Tennessee
Memphis Cook Convention Center

Photo: Michael Lichter

CUSTOM SCOOT EXTRAVAGANZAS

Friday
February 16
Columbus, Ohio
Franklin County Veterans Memorial Center
INVITATIONAL

Saturday
February 17
Columbus, Ohio
Franklin County Veterans Memorial Center
3 BIG DAYS!

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• Adjustable RPM limited and advance curve
Electronic Ignition Distributor
• Billet housing with chrome top
• Single or dual fire
Twin Power Electronic Ignition
• Single or dual fire
• Built-in LED timing light
• Requires mechanical advance
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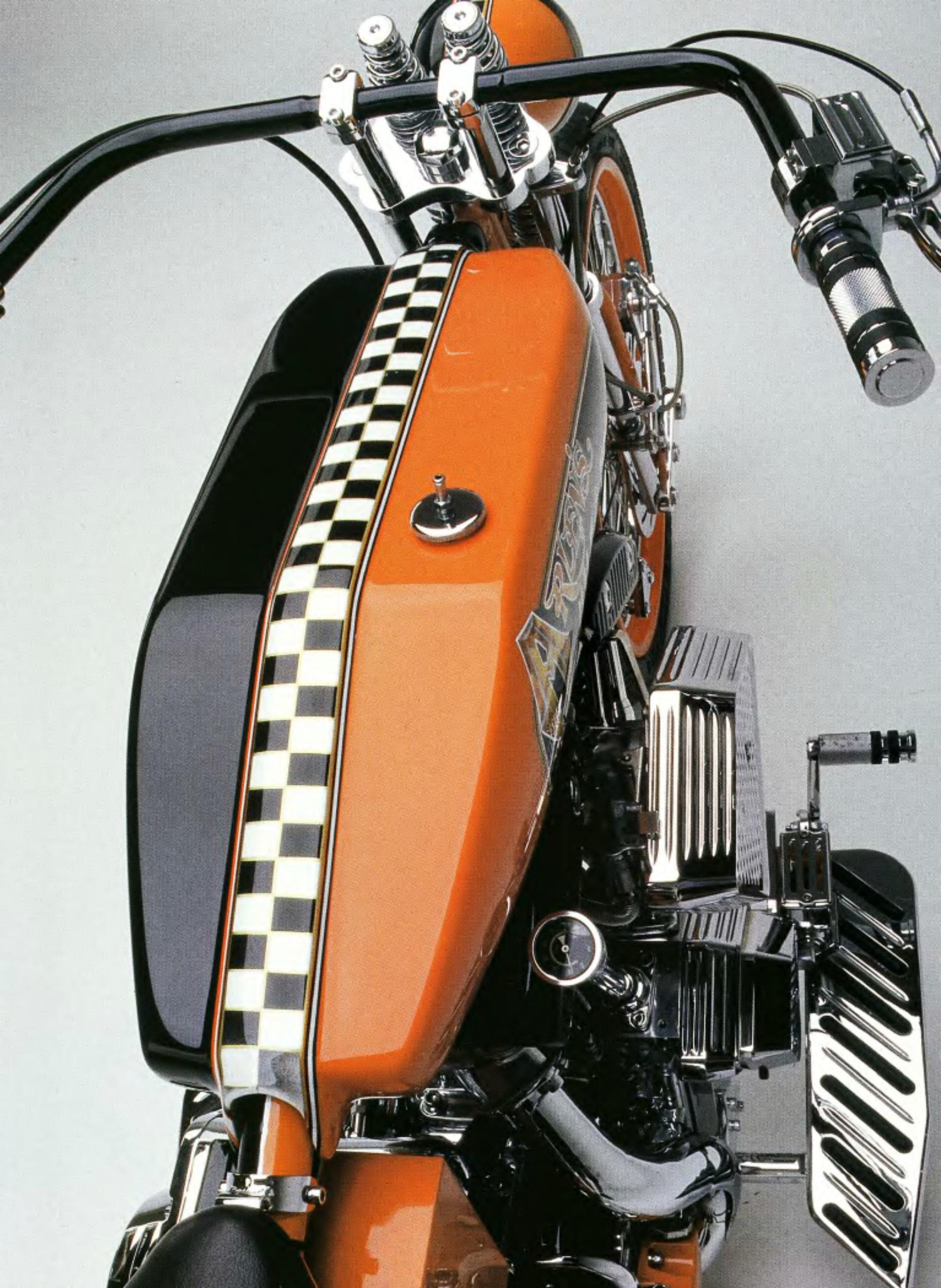
www.bikerschoice.com

A NESS-MERIZING RACER

In case you haven't noticed, a lot has changed around here at the ol' *Easyriders* garage. We've listened very closely to what you, our faithful readers, want. "Give us bikes we can relate to, asshole!" you hollered. We listened. "We wanna see custom scoots that were built by hand with ingenuity and guts, the old-school way, not just aftermarket bikes assembled from catalogs!"

Again, we listened.

1/2 and 1/2 Harley



Case in point, the orange and black shovelhead racer you see here was languishing in our files until recently. Yes, this bike was built by a very famous master builder who is well-known for his high-dollar luxury cruisers and wild aftermarket parts. Ahh, but take a close look at this racer replica/custom Harley and you will find that virtually everything on this scoot was built one-off, yep, the old-school way.

Arlen Ness calls this his Half & Half Harley and that title doesn't just come from the half-orange and half-black paint scheme done by Jon Nelson and Steve Farone. The half that isn't H-D Motor Company is the dream-come-reality of a man who has built more custom sleds than Viagra provides wood. This one began with an antique frame and a Ness springer-type front end. Bob Munroe handled many of the special hand-fabricated duties including the handlebars and the one-of-a-kind exhaust system.

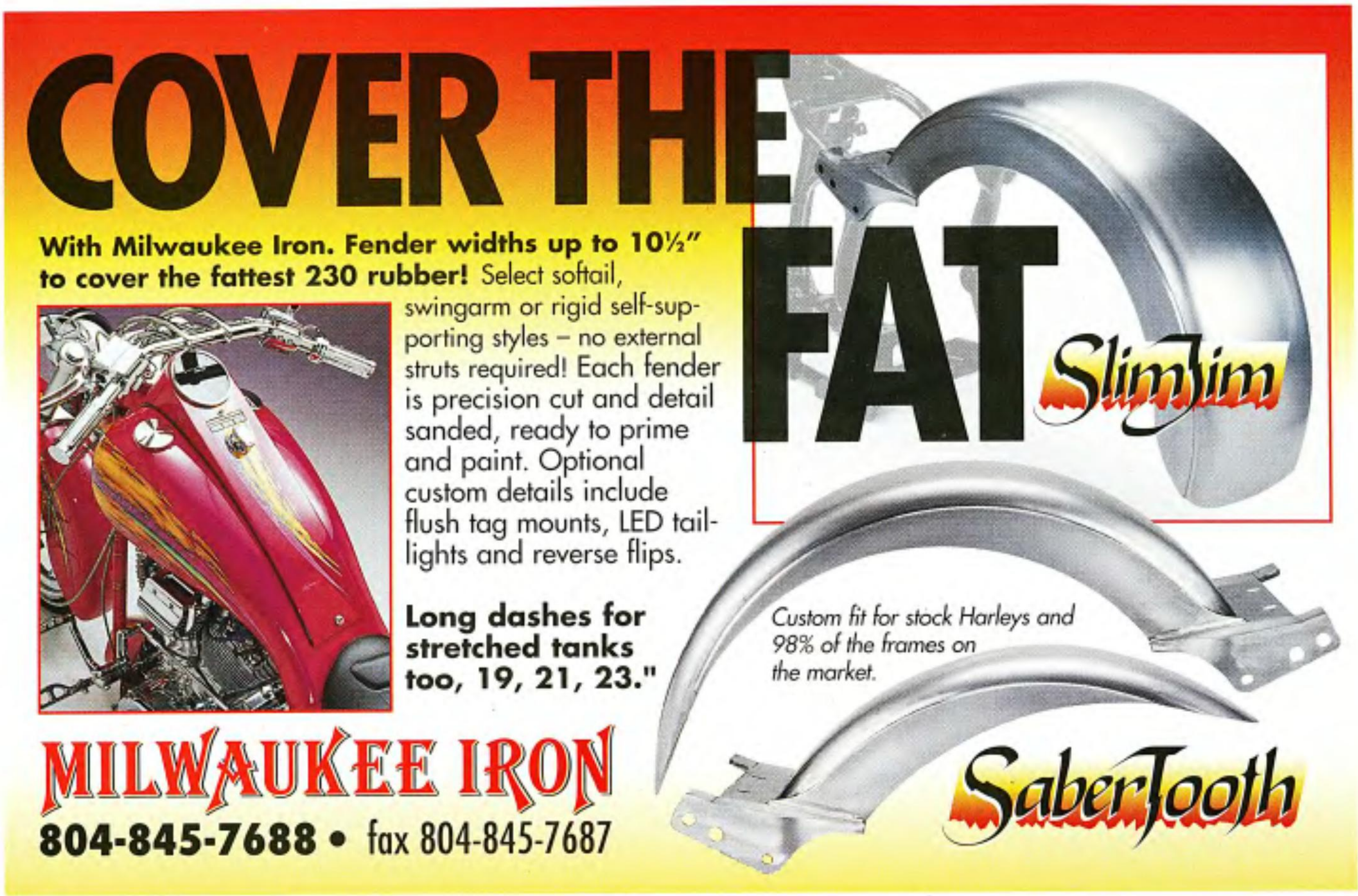
Rather than place this ode to racers past in a typical bike feature slot, we thought we'd simply showcase it like the rare racehorse it is and let the bike speak for itself. It has a lot to say, namely, that the fabric of the custom bike building universe is changing ... has changed.

Nowadays, like in the old days, the stuff that gets noticed at bike shows, at runs and on the boulevard, drips with heart and soul. The chop jobs you love are the same ones that we love: simple, elegant designs that have been hewn by hand with thought, time and talent.

It's time once more to dare to dream.

— Phantom Dave

Photos: Mike Chase


COVER THE FAT
With Milwaukee Iron. Fender widths up to 10½" to cover the fattest 230 rubber! Select softail, swingarm or rigid self-supporting styles – no external struts required! Each fender is precision cut and detail sanded, ready to prime and paint. Optional custom details include flush tag mounts, LED taillights and reverse flips.
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TalkingTech

CARB CRAP

I've got a 1991 FLSTC with an S&S E carb with a 70 main jet and 295 intermediate jet. The rest is like this: idle mixture screw at one full turn, the accelerator pump at two full turns; Crane Hi-4 E single-fire ignition with the advance slope set at 9, Accel 300-plus race wires and Bosch platinum plugs #WR7DP. Timing is set a little before full advance. It's got an Andrews EV 27 cam and Python 2-inch drag pipes with built-in AR cones.

My problem is at just a little above idle, at any speed, I've got a rough throttle. The bike surges and runs very unsmooth, especially at low speeds. I've tried rejetting the carb, new manifold seals, a Yost power tube, I even tried another S&S E carb. I've had the same problem with the stock ignition and baffled pipes. It clears up past that throttle position, but it's very irritating. Any ideas?

Joe
Greenfield Township, Pennsylvania

Raisin pie to you Joe, for being so thorough. Your problem is definitely in the carburetion, as evidenced by the fact that you had this occur while running your stock ignition and pipes (I am assuming with the E carb). For a cheaper fix that requires some work, use a Thunderjet kit on your Super E. The S&S carbs often have this problem off-idle, and that is where the Thunderjet helps out. Another suggestion is to put a Mikuni HSR42 (or 45) carb kit on your ride. I use them on everything I build and ride and have yet to experience any problems with them.

JUST THE FACTS?

Howdy, I have a couple of things maybe you could explain to me. 1.) Would you explain the Dyna single-fire ignition to me? 2.) There was an advertisement for cutting rear shocks down, do you know anyone who does this? 3.) Can LED lights burn out? 4.) Is anyone doing black chrome? 5.) I have an 11mm Belt Drives Limited primary belt on a 93-inch shovel. BDL provides two belts with the kit. Could you tell me with normal riding, or close to it, the longevity of one belt's life? I mean, no burnouts, no wheelies. Just to make the facts clear.

J.Pinkirt
Elliott, Illinois

1.) Dyna's single-fire ignition fires each cylinder only when it is on the compression stroke. Dual-fire ignitions (like stock Harley units) fire the lug every stroke, compression and overlap. 2.) What kind of shocks would you like cut down? I think you'd be better off to just buy a new set. 3.) LED lights last a very long time since they are not bulbs at all but Light Emitting Diodes. 4.) Any chrome shop that does chrome can and should be able to do colored chrome, like black or red, etc. We recently ran a bike with black chrome by Russ Tom (206) 243-5000. 5.) Belt life depends entirely on two things: how well the belt drive is installed and how well it is protected from debris. With both those things done properly your belt should last 5-10 years.

Press 9 to repeat this menu.

ON THE RIGHT TRACK

I'd like to go to school to learn how to fix Harleys. Can you recommend a few good schools? Thanks!

Jody
Denver, Colorado

AMI and MMI are both excellent schools to learn your way around a Harley motor. My education came from having to work on and build my own stuff, and if you have access to other more experienced wrenches that isn't a bad way to learn either. First try AMI or MMI, they even help to place graduates. Good luck, let us know how you do.

FINDING PAT'S GOODIES

I have a 1989 1200 Sporty, my problem is I want to kick out the front end without having to cut and weld the frame. In your October 2000 issue, page 142, I think I found the answer. The bro said he kicked out his front end with Pat Kennedy triple trees. To save my frame, is Kennedy a company, or do you know where I can get a catalog to be able to do this? Any help would be greatly appreciated.

Gunny
Victorville, California

Pat Kennedy is the master of building long bikes and his catalog is a must for any chopper fanatic's collection. Pat makes adjustable trees, front ends and all kinds of goodies for your chopper needs. Contact Pat Kennedy's Custom Motorcycles Inc. P.O. Box 670 Tombstone, AZ 85638; (520) 432-1330, www.kennedyschopper.com.

RUST BUSTER!

In June 2000, I picked up a 2000 Dyna Wide Glide. My problem is I live a block away from the beach. My "baby" is housed in my garage which has block walls. Some parts on my bike are getting rust pits. Is there something you could suggest that I could do to my garage to keep this from happening?

Wasser
Sea Isle City, New Jersey

Well, it may require a bit o' work, but I'd recommend sealing the walls, maybe even the cement floor, and possibly sheetrock the walls after that. You can sheetrock block walls, so that may be a good idea, but be sure to paint the sheetrock when you're done. Also heat the garage if possible. There's a nifty little item called a Goldenrod, which is a small heater that plugs into the wall and acts as a dehumidifier. They are great for moldy closets and the like, and if you mount one to a 2x4, then slip it under your bike when the bike cover is on, the Goldenrod will keep the air under the cover (as well as your bike) moisture free. Goldenrods come in several lengths and are available from the company, Buenger Enterprises/Goldenrod Division, 3600 S. Harbor Blvd., Oxnard, CA 93035; (805) 985-5828, 800-451-6797. Thanks for calling the Home Depot.

YOU'VE GOT TO READ THIS

My girlfriend just told me she has herpes. How can I still have sex with her but not get this foul disease.

Lou Jabloni
E. Stroudsburg, Pennsylvania

Gee, Lou, beside using condoms I guess you could have your willy powdercoated, or bronzed. I dunno, why are you asking me? Who do you think I am, Dr. Drew on Love Line or somethin'? Let's keep it scooter-oriented. Okay?

How many times have you sat in your garage, teetering on an old milk crate and scratching your head over how to do this or that? Well, by all the flywheels that turn, here's your chance to find the answer. Jot a note to Wrench, *Easyriders*, P.O. Box 3000, Agoura Hills, CA 91376-3000, or e-mail wrench@easyriders.net. If we can find a solution, you'll read it here.

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Free Wheelin'

After beer, the wheel is arguably the second best damn invention in all of human history, with saline implants coming in at a close third. You may not know this, but it is also a very good thing that whoever came up with its original square design changed his mind and ended up making the wheel round. Popular belief says that the reason behind this early redesign came after a series of terribly disappointing road tests on a dino-powered square-wheeled hardtail.

Although it's still mostly circular to this day, the wheel is nonetheless being constantly re-invented by a bunch of imaginative designers and daring manufacturers. Thanks to all these crazy folks, there is now an unprecedented number of manufacturers and wheel patterns for you to choose from, whether you want a timeless laced wheel for your old-school chopper or a wild and innovative billet rim for your big-inch pro-street bike.

We brought some of these manufacturers together in this Guide to Custom Wheels, so you can get an idea of what's out there. Who knows, you may recognize a wheel you once saw on a trick bike and will want to get it for your own scoot. Some of the manufacturers featured here offer many more wheels than we have room for in these pages, so make sure you give them a shout and ask for their catalog. — *Lafayette*

Guide to Custom Wheels

American Wire Wheel

American Wire's new 16 x 3.5-inch and 21 x 2.15-inch SuperSpoke wheels feature a radial 40-spoke design. These wheels are built with 3/8-inch diameter spokes 'Dead Head' threaded into billet aluminum hubs. American Wire Wheels are manufactured from only the highest quality materials and feature deep chromed rims and billet aluminum chromed hubs. For added durability, all their spokes are triple chrome plated. SuperSpoke wheels are available in 16 x 3.5-inch, 16 x 5-inch, 18 x 3.5-inch, 18 x 5.5-inch, 19 x 2.5-inch, and 21 x 2.15-inch sizes. 16- and 18-inch wheels are tubeless design, proven and perfected in the automotive industry. They are guaranteed leak-free. American Wire Wheels also makes SuperSpokes-design rotors and pulleys to match the look of the wheels. If you're looking for the strongest, truest, custom wire wheels, ask for American Wire Wheel. The SuperSpoke 16 x 3.5-inch retails for $630, and the 21 x 2.15-inch is $720.

American Wire Wheel, 1028 Shady Oaks Drive, Denton, TX 76205; call them for information at (940) 898-1400, fax: (940) 382-5402

Arlen Ness

These wheels feature unique styling for that larger than life look. The fat spokes are nearly twice the diameter of factory spokes, with exclusive Ness-Tech Radius-design nipples that create a clean look. The Radius-design billet hub complements the fat spokes on this beautifully chrome-plated wheel. The high-quality precision steel rims have less than .005-inch to .008-inch run-out in their free state, and the wheel assembly includes wheel bearings and all spacers.

Arlen Ness, 16520 East 14th Street, San Leandro, CA 94578; (510) 276-3395, fax (510) 276-3534; www.arlenness.com

Carriage Works

Biker's Choice presents Carriage Works Wheels' first 'one piece' profile forged aluminum motorcycle wheels. Their forging process produces the Carriage Works wheels with a radial grain structure that results in a stronger wheel with a more uniform surface. The forged wheel is polished to a show-quality finish and then flawlessly chromed. These magnificent wheels are manufactured for tubeless operation and come complete with internal spacers and bearings, ready to install and ride.

See Carriage Works in the Biker's Choice catalog, or at www.bikerschoice.com

Black Bike

Black Bike has been known as the company initiating new trends in the motorcycle-wheel industry. If you want the skinny on the latest and the hottest, search no more. Check out their Super Seven line, including 15, 16, 17, and 18 x 7-inch wheels. Outrageous! Also available are 15 x 8 and 18 x 9 for the Metzeler 240 x 18 tire. Anodizing, powder coating, chrome, stainless, they do it all. Black Bike carries all brands of rims, including Excel, Sun and their own custom line. Call them for all your very special needs.

Black Bike Heavy Equipment, 8762 Amigo Ave., Northridge, CA 91325; for more information call (818) 341-2550

Eurocomponents

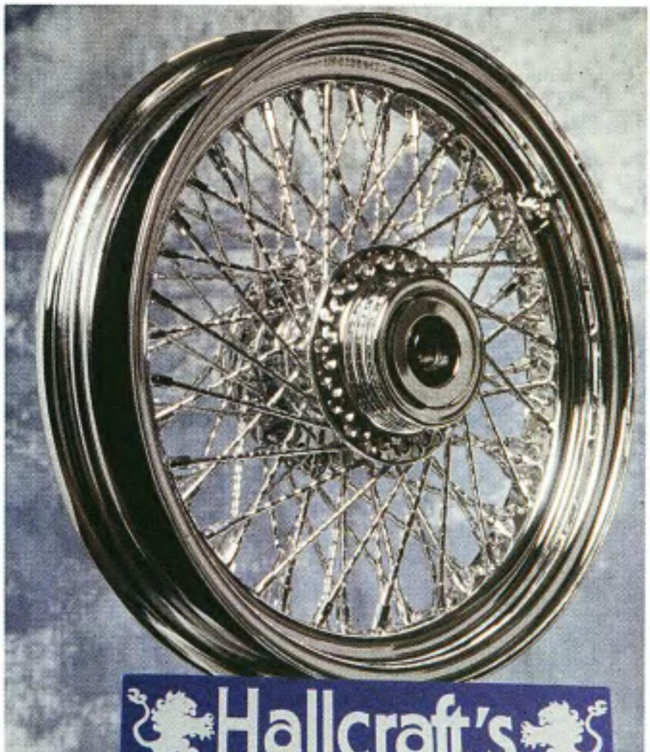
Eurocomponents new wheels kit features the rear braking system on the left side of the motorcycle, thanks to a pulley-rotor special system. This innovative solution allows the complete sight of the right side of the rear wheel for a cleaner look. The kit includes wheels, brake rotors, rear caliper, caliper bracket and pulley-rotor kit. Front wheels are available in 21 x 2.15 and 17 x 3.5; rear wheels in 17 x 5.5 and 15 x 7. The wheels are precision machined from a single block of aluminum and come in a high-polish finish.

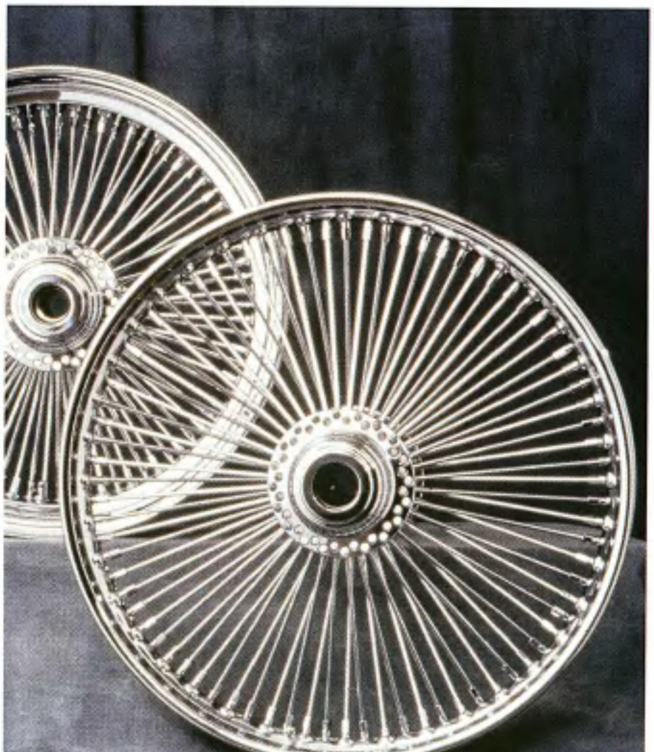
Eurocomponents Inc., 1 Festiva at Lions Paw, Daytona Beach, FL 32124; call (904) 274-5729, fax (904) 274-5733; www.eurocomponentsusa.com

Excel

Chrome Aluminum Wheels: Constructed of 6-series aluminum alloy to be lightweight and strong, these wheels feature deep, lustrous show chrome and are guaranteed for one year against flaking and peeling. The classic 40-spoke pattern is perfect for restorers or stock replacement applications. The wheels are available in stock and custom diameters between 16 and 21 inches and widths between 1.85 and 5.50 inches. All front and rear rims are drilled to match original equipment 40-hole hubs. Price ranges between $180 and $340.

FTM Enterprises, 1960 Peacock Blvd., Oceanside, CA 92056; call for information at (760) 732-3161, fax (760) 732-3186





Hallcraft

Hallcraft's Radial Laced Wheels: These awesome wheels feature 80 6-gauge spokes and are available in 15-, 16-, 18-, 19-, and 21-inch sizes. Spokes are offset 22 degrees for added strength. Like all Hallcraft's wheels, these radials are 100% tubeless and have the exclusive internal balancing system by Balance Masters. They come with US Timken wheel bearings, races, seals, spacers, valve stem and sport Hallcraft's show chrome finish.

Hallcraft's Pearl Spoke Wheels: These beautiful wheels feature 80 6-gauge pearl spokes that have been centerless ground and show chrome-plated. They are available in 16- and 21-inch sizes, are guaranteed 100% tubeless. These wheels also feature an exclusive internal balancing system, eliminating the need for unsightly wheel weights. The Pearl Spoke wheels come complete with US Timken wheel bearings, races, seals, spacers, valve stem and sport Hallcraft's show-chrome finish.

Hallcraft, P.O. Box 1036, Gainesville, TX 76241; you can call them for information at (940) 668-0771, or fax them at (940) 668-0792

Harley-Davidson

The LightningStar premium cast-aluminum wheel took the ThunderStar's striking five-spoke design and gave it a futuristic, industrial transformation. The state-of-the-art casting process is the same one used by the OE manufacturer of the Harley-Davidson cast wheels, resulting in strong spokes that are light in weight. All the wheels come complete with bearing and seals. New wheel spacers and all of the necessary hardware are also included. All versions have a suggested U.S. retail of $635 and are available at Harley-Davidson Genuine Motor Parts and Genuine Motor Accessories dealerships nationwide.

Visit www.harley-davidson.com, or call (800) 443-2153 for a dealer near you.

Pat Kennedy

Here's the original! These multiple-spoke wheels from Pat Kennedy's Custom MC are the cat's meow. Pat offers 80-, 120-, 160-, and 240-spoke wheels built to your own specification. Each wheel assembly is equipped with Pat's custom stainless steel hub and your choice of spokes in straight, twisted, rippled, or diamond profile. They use a chrome-plated steel rim with internal spacers, bearings, and seals. They're available for all H-D disc brake applications in sizes 15, 16, 17, 18, 19, and 21 inches, with width of 2.15, 3.5, 4.5, 5.5, and 6.5 inches.

Pat Kennedy's Custom MC, P.O. Box 670, Tombstone, AZ 85638; (520) 432-1330, fax (520)432-1317; www.kennedyschopper.com

Performance Machine

Everything you thought you knew about big fat tires is about to change. When PM says, "Bigger is better," they sure don't mean a little bigger, they mean more than twice the width of a stock wheel and 18-inches tall! The Performance Machine 18 x 8.5-inch Phat wheel is here, and you'd better give it some room. This wheel was created to use with the new generation of 18-inch super fat tires. Get yours in one of their popular designs and pick up a PM matched disc and pulley to complete the package.

Performance Machine Inc., 6892 Marlin Circle, La Palma, CA 90623; call (714) 523-3000; www.performancemachine.com

RC Components

Check out RC Components' new trend-setting design "Stingray". The Stingray is one out of 11 designs that can be used on any application from stock replacement to the ultimate in custom. Forged wheels are available in all popular sizes including the new 18 x 8 1/2-inch wheel. One-piece wheels are available polished or chromed. Pricing starts at $785 per wheel polished and an additional $250 per wheel for chrome. Cast wheels are available in most popular sizes. Cast wheels come fully polished (not available in chrome). Prices starts at $509 per wheel.

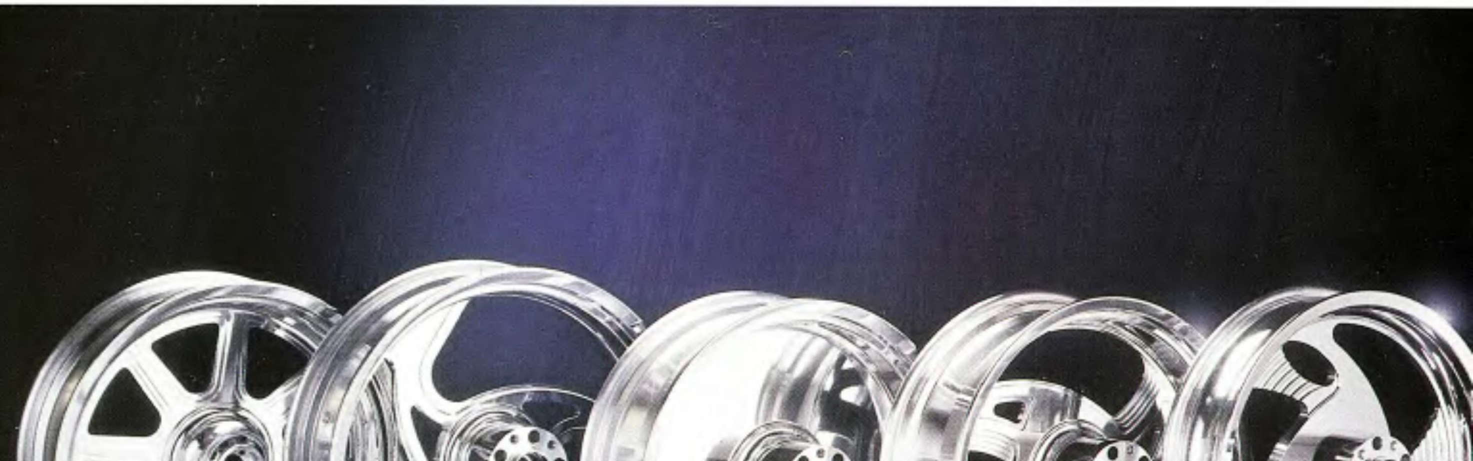
RC Components, 140 Hunters Ct., Bowling Green KY 42103; (270) 842-6000, fax (270) 842-9527; www.rccomponents.com.

Odyssey Epic Switch Blade

Pro-One

Aggressive contemporary styling combined with strength, performance, reliability and a hassle-free fit pretty much sums up the latest line of forged billet wheels from Pro-One. Each of the unique Pro-One styles is precision machined from a one-piece forging. This process allows for smooth, seamless lines and enhanced strength and reliability. Hubs for the new rims feature a sleek compact design and can be ordered to accommodate Harley-Davidson and Road Star applications. Each of the 18 exciting styles including the Odyssey, Epic and Switchblade shown here, is available in a variety of popular sizes for both front and rear and are offered fully polished or show-chrome plated. Additionally, Pro-One manufactures a unique selection of custom two-piece stainless-billet rotors and billet aluminum pulleys in styles to match their wheel designs. Pro-One billet aluminum wheels are priced from $649.95, rotors at $299.95 and the pulleys, available in 65- and 70-tooth models, are $399.95.

Check with your nearest Pro-One dealer, or call (800) 884-4173; you can also visit their Web site at www.pro-one.com



Sturgis Wheel Company

Sturgis Wheel Company's custom wheels for American cruiser motorcycles include these five legendary styles: Super Spoke, Vision, Smoothie, Rally, and Image. Using wide? Rear wheels are available in a 16 x 3.5, 16 x 5, 17 x 5, and 15 x 7 sizes. New for your next custom, is a huge 18 x 9. The entire line features cast aluminum, polished main body and rim construction. The line is engineered to Tire and Rim Association and D.O.T. specs, and is CNC machined to assure absolute accuracy. All of these wheels come complete with bearings and spacers. Sturgis Wheel Company provides the choice for your attitude. Shown here are five of the 13 wild styles of great custom wheels available in stock sizes and wide sizes. All Sturgis wheels have matching pulleys.

Sturgis Wheel Company, 2281 S. Plaza Drive, Rapid City, SD; for information call (605) 394-9525; or visit them on the Web at www.sturgiswheel.com

Rev Tech

Technical advances appear in many forms in the world of custom motorcycles. But rarely is a major technical advance combined with artistic excellence in the way it is in the brand new design of RevTech wheels. A piece of billet only about the thickness of the center web of the wheel is split along the outside edge. The material is then rolled outward and spun into the final shape of the rim, creating a one-piece rim and wheel web with the strength of billet and the precision shape of a modern rim design. Finally, a CNC precision-machined billet hub is securely bolted to the center wheel web to finish off this industry-leading construction technology. From the classic simplicity of polished RevPro solid wheels to the wild shape of the sparkling chrome Inferno, there are 14 different styles that can accent the design of any bike. Pick your style, make your statement with RevTech technically superior wheels. Available in sizes up to 18 x 8.5 inch for up to 250 x 18 extra-wide tire fitment. Polished styles start at $429; Chrome styles from $699.

Custom Chrome, 16100 Jacqulin Court, Morgan Hill, CA 95037; for information call (408) 778-0500; www.customchrome.com

Trenz

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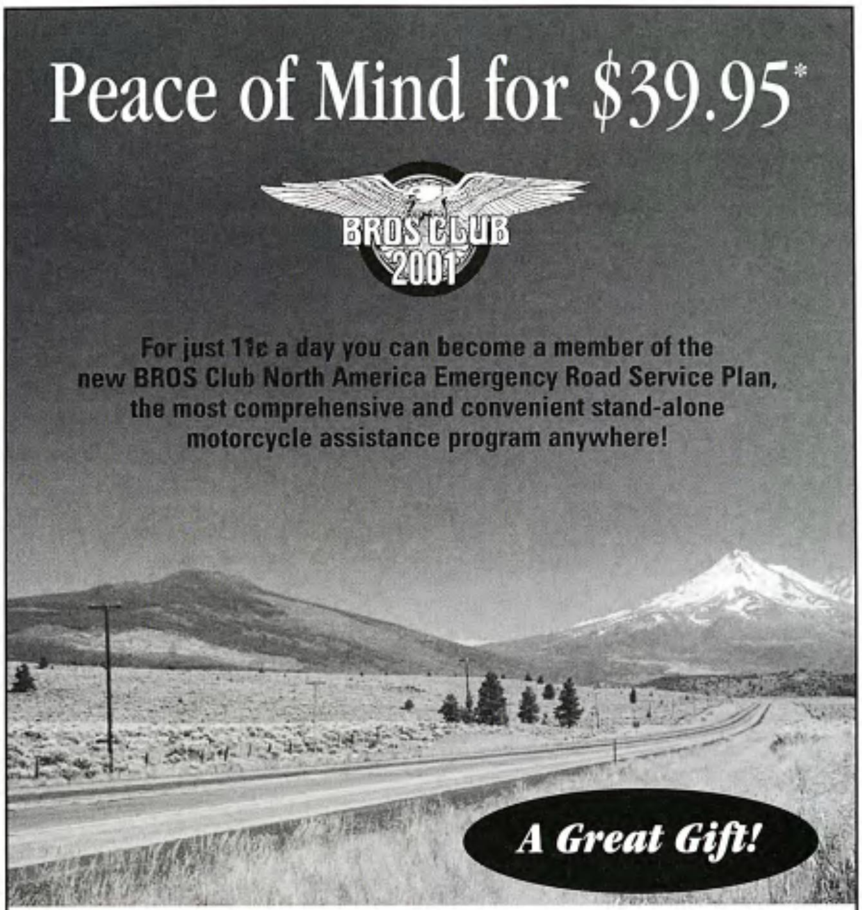
Trenz, 3301 Unicorn Ct., Bakersfield, CA 93308; (661) 393-0909, fax (661) 391-0909; www.trenz.com



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HOW TO TURN A PUMPKIN INTO A STATELY CARRIAGE

And Six Drops of Green

As anyone who reads this rag on a semi-regular basis knows, old Harleys never die. Hell, they don't even quietly fade away, like old soldiers or tattoos. In fact, lots of times it doesn't matter how rusted, burnt, gutted, crunched, mangled, or otherwise damaged and destroyed a particular Harley might be, someone eventually will find a way to make it look and run like it had just been born.

Nothing so traumatic happened to the gorgeous sled on these pages. Quite the opposite in fact: It was in fine running order, a fully functional, perfectly viable, daily rider for its owner, albeit one in dire need of a visual overhaul. Daily riders tend to get like that after awhile: grungy, worn at the seams, tired, and cranky. Like many a man's wife, you might say. Seems that Mondo at Denver's Choppers came across this—at the time—disheveled beauty about a year ago and decided to try his hand at being a plastic surgeon.

S&S
SUPER
DENVERS

To ensure total success, Dr. Mondo requested the assistance of several capable and well-known experts in their respective fields.

Taking anything apart, as most boys with a watch know, is not the problem. After Mondo and his right-hand man, Van, had disassembled the machine down to the last bolt, the motor was shipped out to the fine folks at D&G Motors in Riverside, Calififornia (909-796-5400), where Bryant Johnson took over the details of giving the engine a new lease on life. "Basically, we revamped the entire motor," Bryant said.

"We replaced the barrels because they were already .40 over, and that's the maximum bore you can have, and we also put in a new set of pistons and rings. So now, they're at the optimum .10 over. We also added a new camshaft with an Andrews 'A' grind cam, new valves, valve springs, rebuilt the rods and other parts. Plus, we took care of the line-lapping and in general just made sure that the whole motor was fresh and like new."

While Bryant slaved over the shovelhead's innards, Jim Davis, whose shop, JD Cycle Art, is pretty much next door to Denver's Choppers in Las Vegas, beautified the revitalized exterior. "The new sheet metal got a red-violet pearl base," the grizzled veteran of hot rod and motorcycle paint jobs explained. "The flames fade into two different colors, and then everything was topped with blue-violet candy. The whole bike has end-to-end faded ghost flames, and the flames were pinstriped. A touch of green was added to the blue-violet candy until the colors matched. In fact, all it took was six drops of green. This, of course, required that the frame had already been powdercoated. The powdercoating was ably handled by Nathan Shapiro at Automotive Plating Service in Las Vegas (702-362-0799), who also took care of all the chroming, such as the heads, outer primary, swingarm, and pretty much all the other shining, gleaming parts you see here.

When it came to re-assembling the bike, the Denver's team didn't simply bolt the old parts back on or even attach new, off-the-shelf ones. "Basically we replaced some things with parts we had lying around the shop," Dr. Mondo muses, "and others were modified and refurbished." Some of these "just lying around" parts include the rear wheel, the chain guard, the front end sheet metal, the matching FL-type headlight, the throttle cables, grips, mirrors, brake parts, forward controls, and gas caps. Re-used and modified parts include an old set of CCI tanks, which were stretched and molded, the frame, which had been cut and raked to 37 degrees before the FL-type front end replaced what used to be a simple wide glide, and the taillight, which was moved off the fender entirely and attached to a handmade, side-mounted license place bracket. Pipes, handlebars, front wheel, and various other small parts were merely cleaned up and re-used the way they were, while the petcock, timing cover, seat, front and rear fenders, and a multitude of other things were carefully crafted by the ol' Doc himself.

While the folks at Denver's Choppers usually specialize in ground-up customs of the radical variety, they do occasionally take pity on old and fading beauties and will help them achieve even more than their former glory; they turn them into drop-dead show-stoppers.

"We don't wanna make a habit out of this," cautioned Mondo, who did all this work in his "spare time." However, his next project is already in the house. Hey, how many drops will this one take?

—Red Baron

Easyriders

passin' gas

An investment advisor decided to set up shop on her own. She was shrewd, insightful, and diligent, so her client list was soon pumped to full capacity. Realizing she'd now be needing in-house legal counsel, she set up interviews with several young lawyers.

"As I'm sure you can understand," she stressed to one of the first applicants, "in a business like this, our collective integrity must be beyond question. So I must ask you point-blank, Mr. Cheetum: Are you an honest lawyer?"

"Honest?" replied the job prospect. "Let me tell you something about honest. Why, I'm so honest that my father lent me $15,000 for my legal education, and I paid back every single penny the minute after I tried my first case."

"That is impressive," said the investment advisor. "And what sort of case was it?"

The lawyer squirmed uncomfortably in his seat and finally admitted, "Well, he sued me for the money."

Dubya Dubya
Walla Walla

Handsome Hank kept noticing a very attractive woman, always alone, dropping in at the local bar on a fairly regular basis. After the second week, he made his move.

"No, thanks," she said demurely. "This may sound rather old-fashioned in this day and age, but I've decided to stay a virgin until I someday meet the man I love."

"That must be pretty difficult," Handsome Hank replied.

"Oh, I don't mind it too much," she said, "but it sure has my husband pretty upset."

Chester West
Terra Firma

Bluto had signed up for skydiving lessons, and being a nuts-and-bolts kind of bro, he asked the instructor what to do in the event his parachute malfunctioned.

"Just pull the ripcord on your spare," said the instructor.

That's reasonable, thought Bluto, but since things can and do go wrong all the time, he then asked what he should do if the backup chute didn't open, either.

The instructor leaned forward and whispered, "Listen, buddy, if that happens, the only thing left is to shout 'Buddha, Buddha, Buddha!' at the top of your lungs." Bluto thought that was a little weird, but he made a note of it anyway.

The day came at last for Bluto's first jump. The plane soared up to 10,000 feet, and out he went. Plummeting down to earth, he counted to 10 and pulled the ripcord.

Nothing happened.

Alarmed but not yet panicking, Bluto quickly tried his spare.

Again nothing happened.

By this time, he was starting to freak out, but then he remembered his instructor's last-ditch advice and began shouting as loudly as he could: "Buddha, Buddha, Buddha!"

Immediately two huge brown hands came miraculously down from the clouds above and gently caught Bluto, cradling him aloft, safe from harm.

Astonished, Bluto shrieked, "Jesus Christ!"

The hands let go.

Barry Lazrell
Denver, Colo.

An old motorcyclist who lived all alone in the Arizona desert rode into Phoenix for his annual grocery run and stopped at an outskirts saloon for a drink. As he sat there nursing his beer, a young hardbelly plopped right down beside him.

"Hey, is that your Harley-Davidson outside?" she asked. "What I mean is, are you a real biker?"

The graybeard replied, "Well, miss, I've spent my whole life way out there in the desert, riding the hell out of that bike, racing up and down the sand dunes, riding from sunup to sundown…so I guess you could say I am."

"I see," said the honey. "Me, I'm a lesbian. I spend my whole day thinking about having sex with a woman. As soon as I get up in the morning, I think about having sex with a woman. When I watch TV, shower, exercise... hell, everything I do seems to make me think about having sex with a woman."

A little while later, the old bro was working on his second brew when another dude sat down next to him and said, "Hey, you must be one of those bikers, right?"

"I always thought I was," said the saddle tramp, "but I just found out I'm actually a lesbian."

King of the Road
Ridin' Hard

When Corky first noticed that his willie was growing larger and staying erect longer every day and night, he was jazzed, and so was his ol' lady... but after several weeks had blown by, his package was hitting the tape at nearly 20 inches, so he hauled ass down to the nearest urologist.

After the initial examination, the sawbones explained to them that, although rare, Corky's condition could be cured through corrective surgery.

"Okay," asked Corky's ol' lady, "so how long will he be on crutches?"

"Crutches?" queried the doc. "Why would he need crutches?"

"Well, hell," she said. "You *are* planning to lengthen his legs, aren't ya?"

Cousin Hank
Portsmouth, N.H.

Trish, a very flat-chested chick, set out for the mall in search of a brassiere in her hard-to-find size. Entering an upscale department store, she approached the saleslady in the lingerie section and inquired, "Do you have a size 28AAAA bra?" The saleslady haughtily replied that she was shit-out-of-luck, so Trish hit the ritzy clothing shop next-door, but she scored no better there.

After a third try at yet another shop in the mall, she'd had enough. Storming out of the mall, Trish headed to the nearest K-Mart. Stomping up to the sales counter, she unbuttoned her blouse and threw it wide open, yelling at the clerk, "Okay, dammit, do you have anything for these?!"

The clerk looked closely at her bared chest and suggested, "Have you tried Clearasil?"

A Chip Off Meyer's Block
Gatorland

Face it—everybody can use a good laugh now and then. That ain't to say you're gonna find one on these pages, but whatdahell, we hadda fill the space somehow, and you're at least bound to run into a gut-grabbin' groaner or two. Think you can do better? Prove it. Send us your best stuff. We'll pay $40 in hard, American cash for every knee-slappin' newie or moldy oldie that we print. Sorry, but contributions can be neither acknowledged nor returned. Send yer smilers to: Jokes, c/o Easyriders, P.O. Box 3000, Agoura Hills, CA 91376-3000, or e-mail them to us at PaisanoPub@aol.com.

Owner(s): ....Denver's Choppers
City: ....Henderson, Nevada

General

Fabrication:..............................Denver's
Year and make:.......................1980 H-D
Model: ....FXEF
Assembly: ....Mondo/Van
Time: ....three months
Chroming: ..Automotive Plating Service (APS)

Engine

Year: 1980
Model: ....FXEF
Rebuilder: ....D&G
Ignition: ....Crane Hi-4
Displacement: ....80 cubic inches
Lower end:..................Harley-Davidson
Balancing: ....D&G
Pistons: ....Harley-Davidson
Cases: ....stock
Heads: ....stock
Cam: ....Crane
Lifters: ....Rivera
Carb(s): ....S&S
Air cleaner: ....S&S
Pipes: CCI
Mufflers: ....none

Transmission

Year: 1980
Modifications: ....rebuilt
Shifting: 4-speed
Engine sprocket: ....belt
Trans sprocket: ....stock
Wheel sprocket: ....original

Painting

Molding: ....JD Cycles
Painter: ....Jim Davis
Color: ....purple
Special paint:....................ghost flames

Frame

Year: 1980
Builder: ....Harley-Davidson
Type: ....swingarm
Rake: ....37 degrees
Stretch: ....none
Shocks: ....stock
Other alterations: ....powdercoated

Accessories

Bars: ....16-inch apes
Risers: ....none
Handlebar controls: ....stock
Fender(s):................Denver's Choppers
Headlight: ....V-Twin
Taillight: ....catseye, sidemount
Speedo: ....stock
Dash: ....Denver's Choppers
Front pegs: CCI
Rear pegs: CCI
Electrics: ....12-volt battery
Foot controls: ....Pro-One
Gas tank: .... stretched
Oil tank: ....horseshoe
Oil system: ....slippery
Primary cover: ....H-D
Seat: ....Denver's Choppers
Sissybar: ....none
Mirrors: ....Pro-One
Grips: CCI

Forks

Type: ....wide glide/FL
Extension: ....4 inches
Builder: ....Harley-Davidson
Special features:............FL sheet metal

Wheels

Front

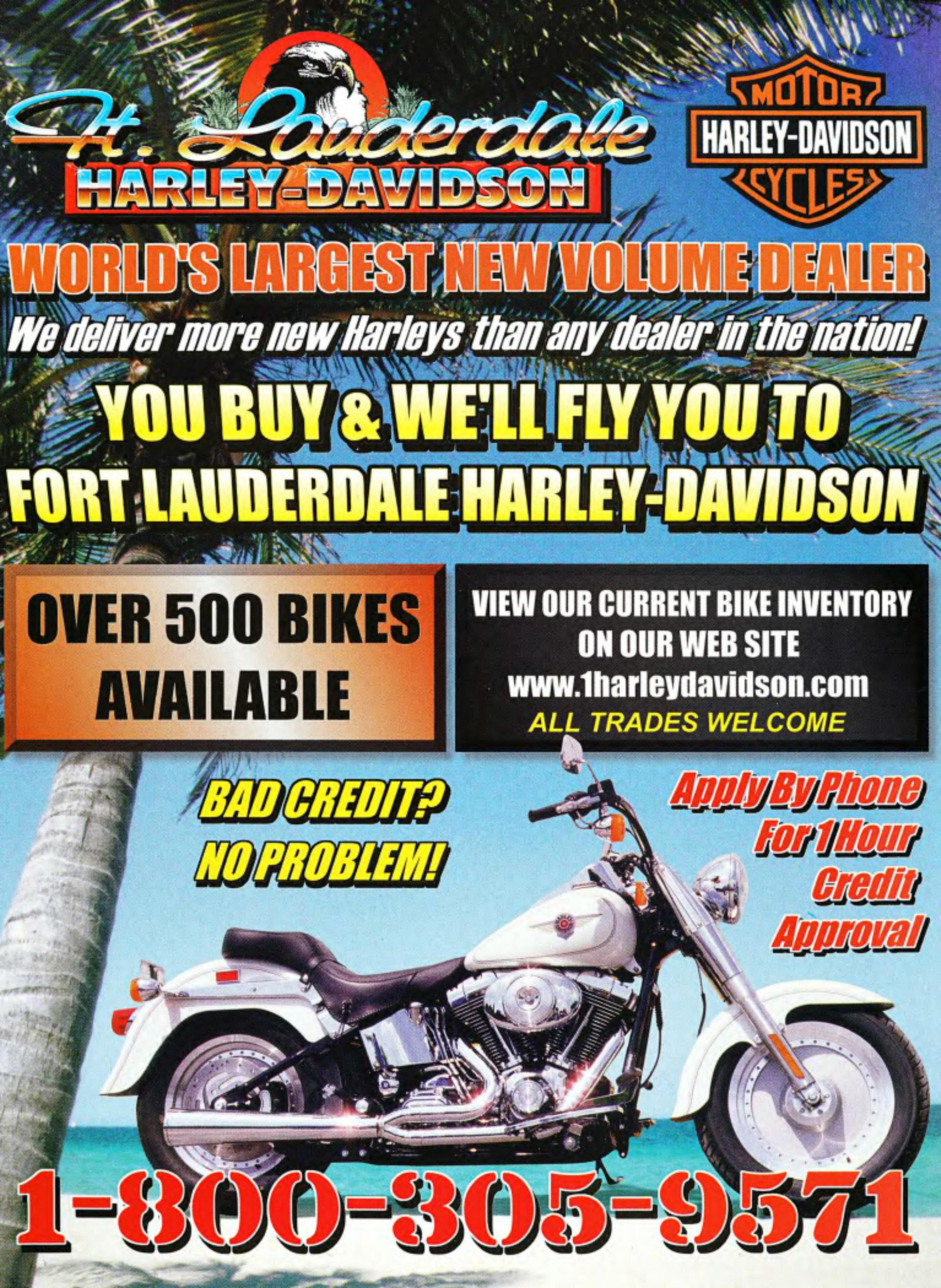
Size: 21-inch
Hub: ....there
Rim width: 2.5-inch
Tire: ....Avon
Brake: ....H-D disc

Rear

Size: 16-inch
Hub: ....there
Rim width: 3.75-inch
Tire: ....Avon Roadrunner
Brake: ....H-D disc

Other special modifications: .... lots of handmade parts, from petcock to seat and ignition cover.

Photos: ....John Wycoff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HOME OF THE FLYING SUIT

MK John Studios

When Russia has a bad squirrel season, M.K. John has reason to be concerned. No, he's not worried about a herd of displaced Vodka cork chompers descending upon his studio, because what we're talking about here is quantity, not behavioral aspects. You see, the best pinstriping brushes in the world are made of Russian squirrel hair, and since M.K. John is one of the best pinstripers around ....

Or, hey, let's try this intro: M.K. John is all about contours. From his humble roots as a cartographer (Latin for mapmaker) to his present status as one of the most in-demand pinstripers around, M.K. strives to bring life to the surface of many a metal canvas ....

Hell, who cares how this starts. Any way you slice it, M.K. John has carved out such a scintillating career as a premier pinstriper and painter that he wishes he'd started many a full moon ago. "I always had a love of motorcycles," M.K. recalls. "My dad owned bikes, three or four Harleys, some Indians, and to me they were an art form. Later on, they became an outlet for my art."

M.K. worked as a cartographer for seven years making maps for the U.S. Department of the Interior. There was some formal art training and many graphic courses along the way. He eventually moved on to an engineering firm for 13 long years, doing graphic art design and illustrations on numerous types of brochures and public relation projects.

"I did airbrushing and pinstriping on nights and weekends," he explains. "It became full-time when I was 42. I quit my job and threw my suit out the window. I'm 58 now, and looking back, I hadn't even wasted my time, trying to climb the damn corporate ladder. I don't know how I put up with it, but at the time, I had a family, and you need the benefits like hospitalization. It's important, part of it, and I thought, 'This is the way to go, work your way up the ladder.' I thought of custom paint work as goofy, and I didn't take it seriously."

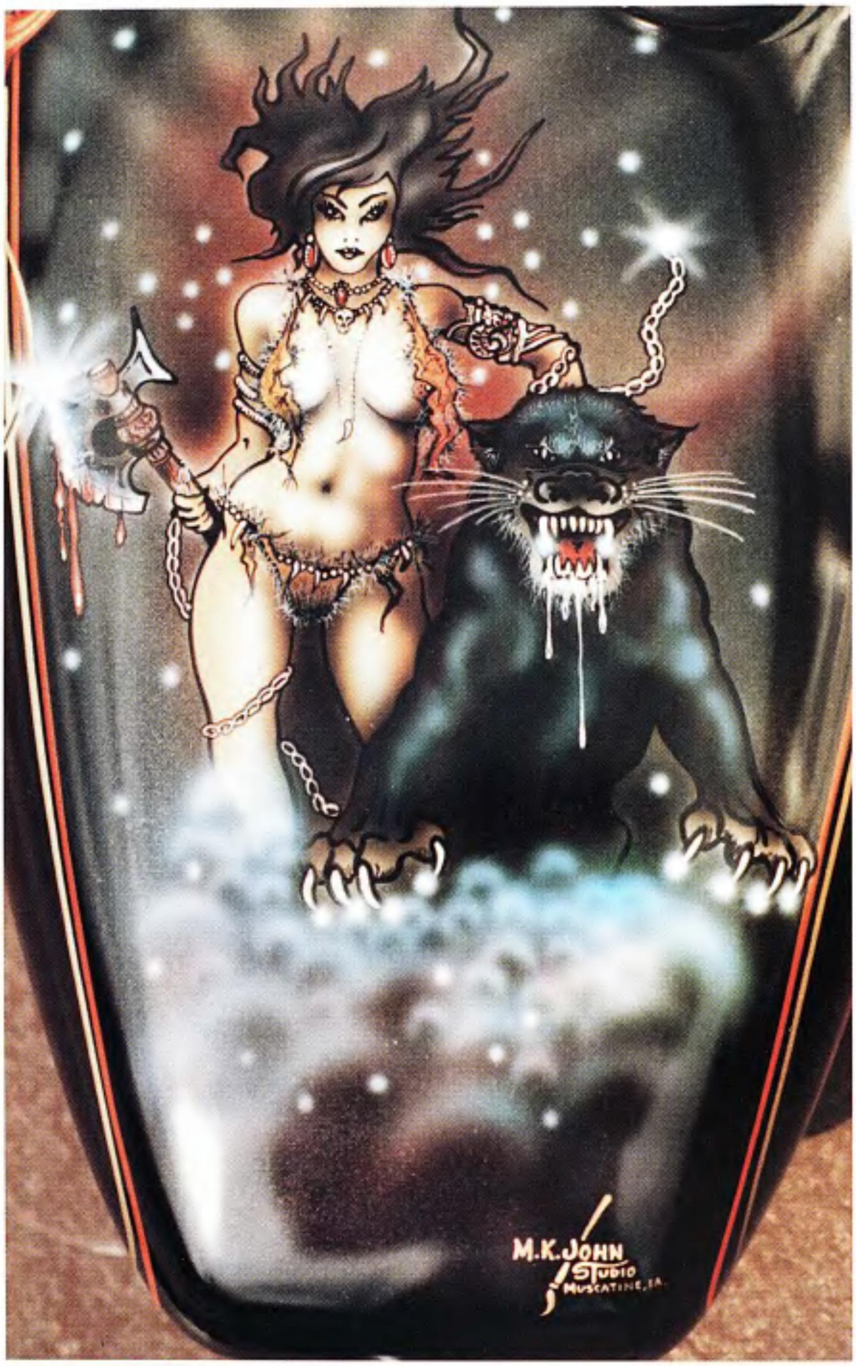
Along the way, M.K.'s path had crossed with John Parham, of J&P Cycles. It was a point where the custom paint work die was first cast. "I remember when he was a machinist," M.K. says. "He'd lost his job and had started selling motorcycle parts off of a card table. That's when I first started doing work for him."

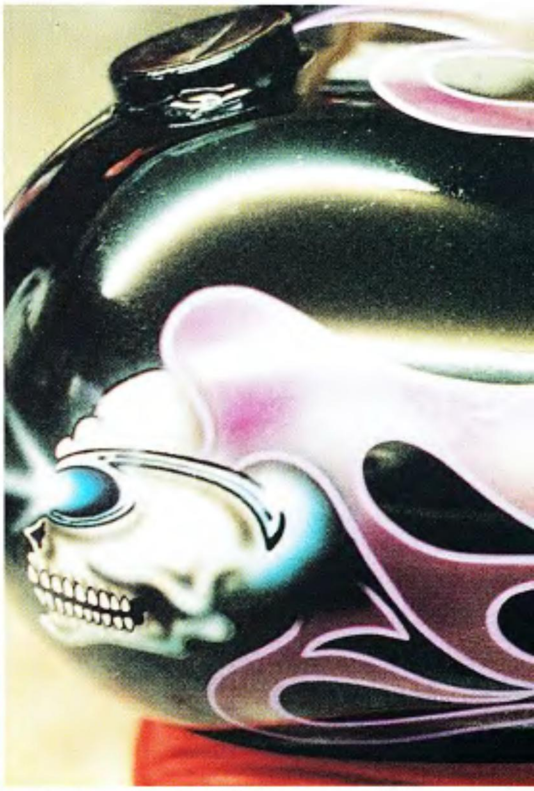
Forging that relationship has come full circle now, as M.K.'s work finds its way onto the J&P/Easyriders Dream Bike Giveaway, seen in a series of recent tech tips and finished bike feature in *Easyriders* (#327-330). As with most of his work, M.K. rarely does the base coat painting. He receives the painted metal, applies a light color sanding to prepare the surface for adhesion, then whips out the trusty Mack pinstriping brushes, laden with Russian squirrel hair, and proceeds to "pull from the elbow." That's secret pinstriper parlance for how they do what they do. If you pull your elbow to draw those fine lines, it's a helluva lot steadier. And now that you know all this jealously guarded, top-secret shit, we have to kill you!

But, before we do, we might as well give you the whole nine yards on how M.K. got into that specialty in the first place. "I grew up next door to a sign shop where my dad owned some buildings. I hung out there as a kid and I'd picked up some car mags from the West Coast. I saw the pinstriping, thought it was neat stuff and knew I wanted to do that," he explains. "The sign shop guy ordered me a pinstriping brush and told me to practice, practice, practice. I did and I still do, almost every day of the week."

While he's mighty handy with a thick bristle brush, M.K. is actually better known in the bike world for his airbrushing prowess. "I've been doing airbrushing since I was 29. The technology of equipment hasn't changed much, but the paint sure has. It's gone from enamel, to acrylic lacquers to urethane, which is the best. But the changes of paint don't dictate style changes, because it still all comes from the mind, and that's the beauty of it," he says.

M.K. has been at this gig for awhile, but his attitude about how to get the job done really hasn't changed from the first stroke.



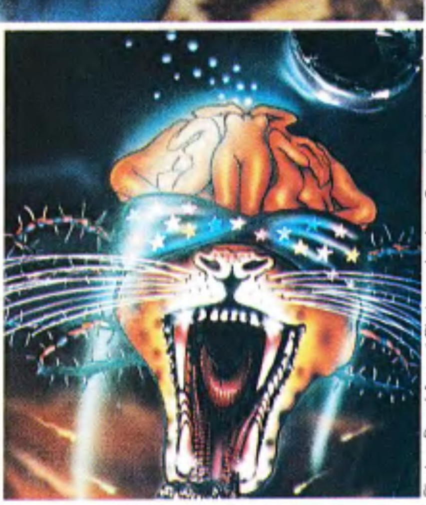


"I like to stress professionalism in my artwork, both with customer contact and the actual job execution," he says. "I like to get input from my customers and work with them with what they want on the bike. I prefer to work with them because they help me create this thing."

So, if you aren't a tire kicker, contact M.K. at Mkjohnstudio@ktis.net for directions on how to proceed with acquiring some serious metal art enhancement. His studio is in Montgomery City, Missouri, and if he's not busy, you just might end up hearing those lucky words.

"Trust me."

—*Captain Trash*



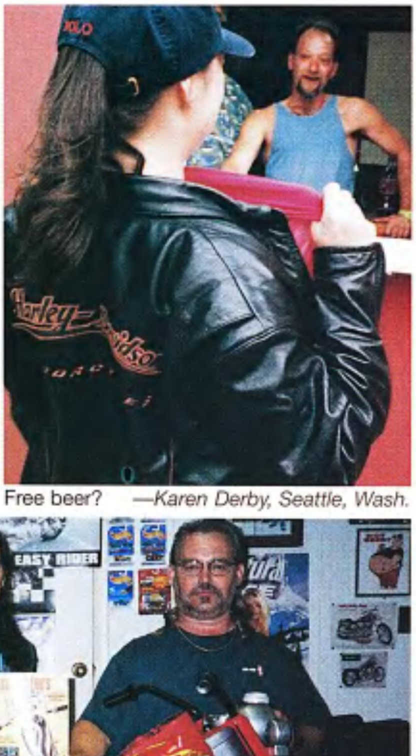
Photos: Darrel Arment Photography, Jerry Cummings (action shot)

The view from heaven—morning mocha on the ride to Laconia. *—Karl Ehrets, Bernville, Pa.*

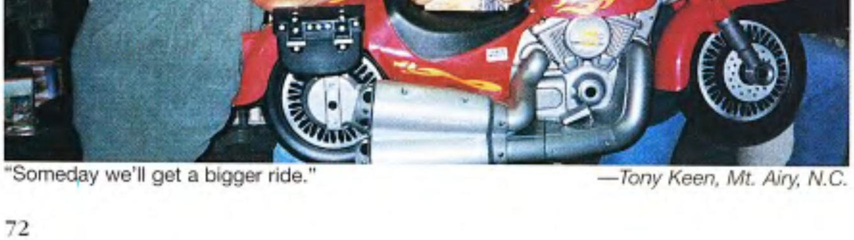
"Hey amigo, forget about the chalupa, drop the brew!" *—John Giencke, Montello, Wis.*

Another great day for big Elmo and the twins. *—Badger Don, Madison, Wis.*

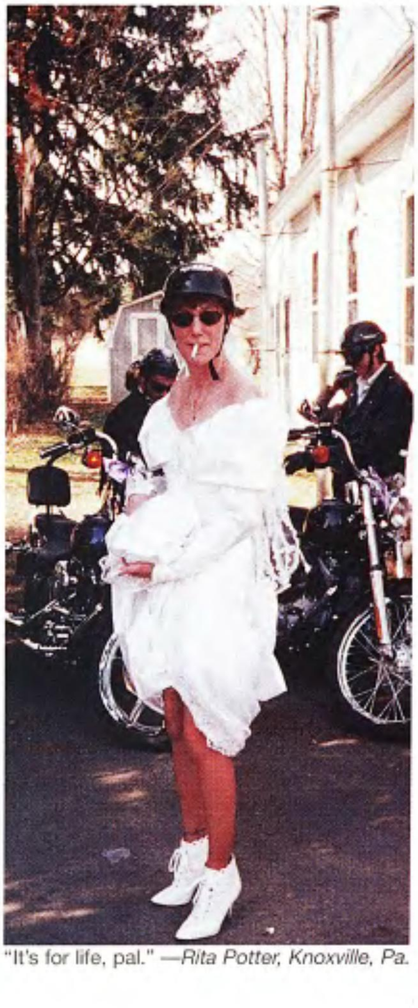
Tasty. *—George Snowden, Chapel Hill, N.C.*



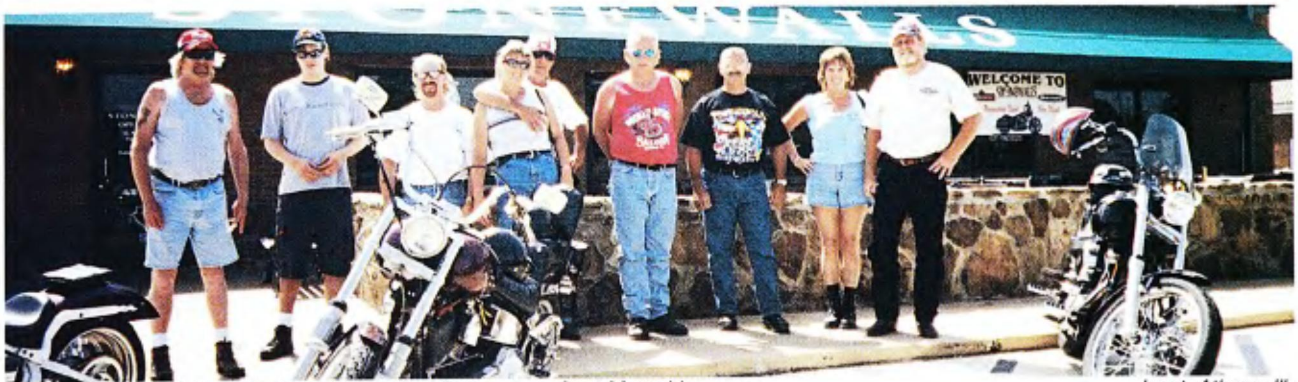
Free beer? *—Karen Derby, Seattle, Wash.*



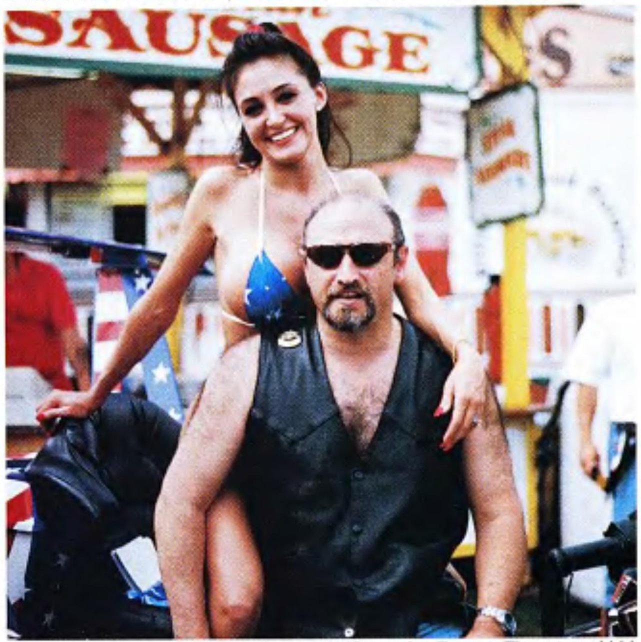
"Someday we'll get a bigger ride." *—Tony Keen, Mt. Airy, N.C.*



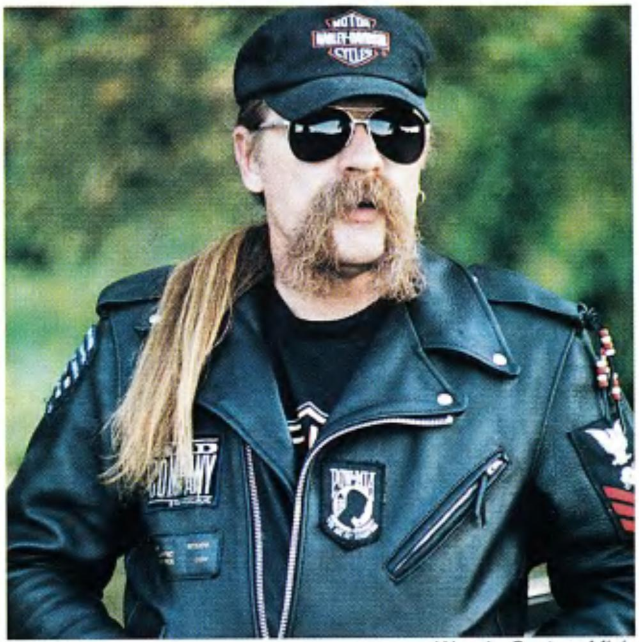
"It's for life, pal." *—Rita Potter, Knoxville, Pa.*



Stone walls couldn't keep the Frendo Freedom Riders away from Memphis. *—Janet, Athens, Ill.*



Is more than a mouthful really wasted? *—Art Fusco, Thornton, N.H.*

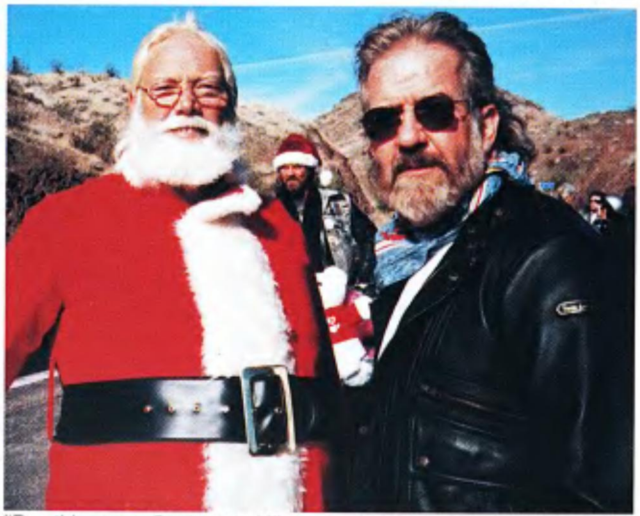


—Woody, Canton, Mich.

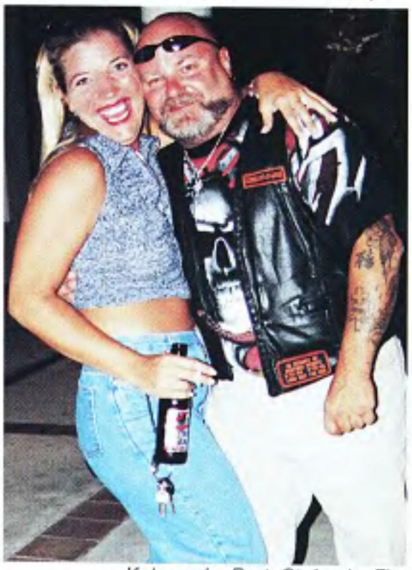
Flames flyin' low in farm country. *—Terry Orr, Des Moines, Iowa*

All-Army riders at the Tomb of the Unknown Soldier, Washington, D.C. Rolling Thunder 2000. *—SMIG, Ft. Belvoir, Va.*

"Eggs make me swell up." *—Judy Brown, Myrtle Beach, S.C.*

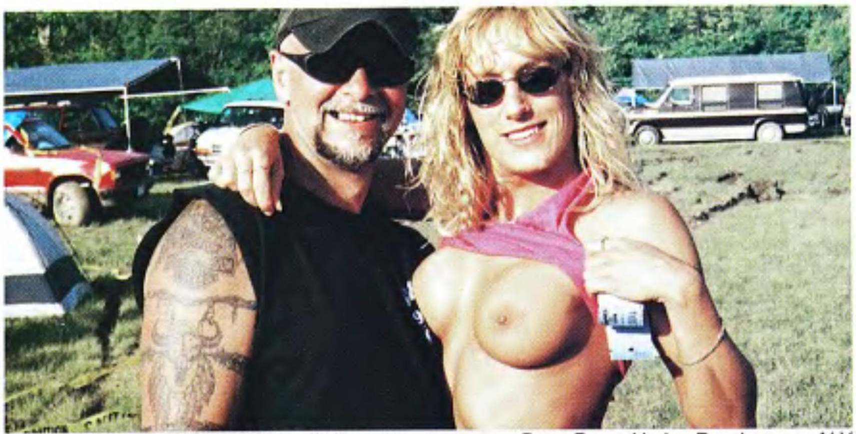


"Buy this rag or Santa gets it!" *—Lori Brown, Lake Havasu, Nev.*



—Katmandu, Port St. Lucie, Fla.

"*Help!* The sand monster's got me, *Aiiieee!!!*" *—Jim Peterson, Jewell, Iowa*



"Look what I won at the 50/50 raffle!" *—Dave Ross, Harley Rendezvous, N.Y.*

Hangin' backstage with Mark Farner of Grand Funk R.R. *—Brad Arnold, Myrtle Beach, S.C.*

—Stripe, Freedom Rally, Humboldt, Iowa

Wrestled Kit Carson for the jacket. *—Terry Orr, Des Moines, Iowa*

"Fer crissakes, Marty, watch out! There's a maniac with a flag around here!" —Jay Shideler, Chinook Pass, Wash.

—Alexandra Kreslin, Farmington, N.M.

...Bare... —Big Tom, Newton, Mass.

...Boobies! —Mike Charlton, Belmont, N.H.

What a long, strange trip it's been. —Brett Brandt, On the road, Iowa

Each month, the best pictures our readers send us are printed here. We can use only good, in-focus, black-and-white or color prints, color slides (35 mm, 2 1/4, 6 x 7, or 4 x 5) or digital art. Whether it's the exhilaration of a dude and his chick flyin' down the road, an all out biker bash, or a hot babe showin' her stuff—these photos typify the fun, excitement, and freedom of biking. (Oh, yeah—we now pay $100 for every full-page color photo, $50 for half-page color photos, $40 for color photos printed smaller than half-page and $30 for each black-and-white picture printed.) Please label all the photographs you send with your name and address. Also, if you want your photos returned, please include a self-addressed, stamped envelope (SASE). Mail to: *Easyriders* In The Wind, P.O. Box 3000, Agoura Hills, CA 91376-3000. WE NOW ACCEPT DIGITAL PHOTOGRAPHY!

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A BIKE BUILT FROM THE INSIDE OUT

The Devil's Own

There are people in this industry that you can consider yourself fortunate to know. Some you get to know because they are builders, or manufacturers, or suppliers. John Linden is a guy that damn near every generation of bikers and enthusiasts either know or know of. Well-known for his contributions to the industry, John's one of those guys whose reputation is about as solid as his love for motorcycles. Guess it only goes to show that a guy who has been such a part of the industry should also have one kickass ride. And how.

It's easy to sit back with a cold one and a pile of catalogs while building your dream bike, and you probably know nearly every name in those catalogs by heart. Names like Arlen Ness, Jesse James and Danny Gray to name a few, names that are as familiar to avid readers of *Easyriders* as they are to John. There's just one slight difference, though.

These are also people that John has built long-standing relationships with over his decades in the biz, so if the tech chart for his bike reads like a who's who in the world of custom motorcycles, there's good reason.

John's ride is based on a '96 Sportster powerplant, which was hopped up to 100 horsepower and assembled by Dan Baisley of Baisley Hi-Performance in Portland, Ore. Dan knows a thing or two about making Harley engines run the way that they should and is no stranger to the pages of *Easyriders*, either. The Rowe chassis used on this bike is a prototype rubbermount frame for engines and is one that is gaining in popularity among builders.

This particular frame just happens to be the first prototype that Mark Rowe built some years back, so it is just a little bit different than the current production models.

Jesse James built this bike back when West Coast Choppers was just beginning to make a name for itself, so lots of the fine touches on this bike like the frenched-in taillight and license plate are early Jesse James signature designs. John wanted a flashy, high-performance ride that looked as good as it ran, and thanks to the help of many of the industry's best, it looks as though he did it. Right down to the 530 RK Gold Racing Series drive chain, John's sled is all business…literally. —*Wordman*

Owner: John Linden
City: Hollywood, California

General
Fabrication: West Coast Choppers
Year/make: 1996 Special Construction
Model: Rubbermount Sportster
Assembly: West Coast Choppers
Time: 2 years plus
Chroming: South Coast Plating/Highland Chrome Plating

Engine
Year: 1996
Model: XL Sportster
Rebuilder: Dan Baisley
Ignition: Crane
Displacement: 1200cc
Lower end: Dan Baisley
Balancing: Dan Baisley
Pistons: JE
Cases: H-D
Heads: Dan Baisley
Cam: Zippers Red Shift grind
Lifters: Dan Baisley
Carb(s): Mikuni HSR42 chrome
Air cleaner: K&N
Pipes: Samson
Mufflers: Samson

Transmission
Year: 1996
Shifting: foot
Primary drive: Sportster
Trans sprocket: stock Sportster
Wheel sprocket: 51-tooth

Painting
Molding: Damon's M/C Creations
Painter: Damon's
Color: Damon's Red
Type: House of Kolor pearl
Special paint: flames

Frame
Year: 1998
Builder: Rowe Machine Co.
Type: rubbermount
Rake: 35-degree
Shocks: Works Performance, custom set, chromed

Accessories
Bars: Carlini
Handlebar controls: Ness
Fender(s): Jesse James
Headlight: Headwinds
Taillight: West Coast Choppers
Speedo/tach: Ness
Front pegs: Ness
Electrics: J.R. Engine Service
Foot controls: Ness
Gas tank: West Coast Choppers
Oil tank: factory
Oil system: H-D
Primary cover: H-D
Seat: Danny Gray
Mirrors: Ness
Grips: Ness

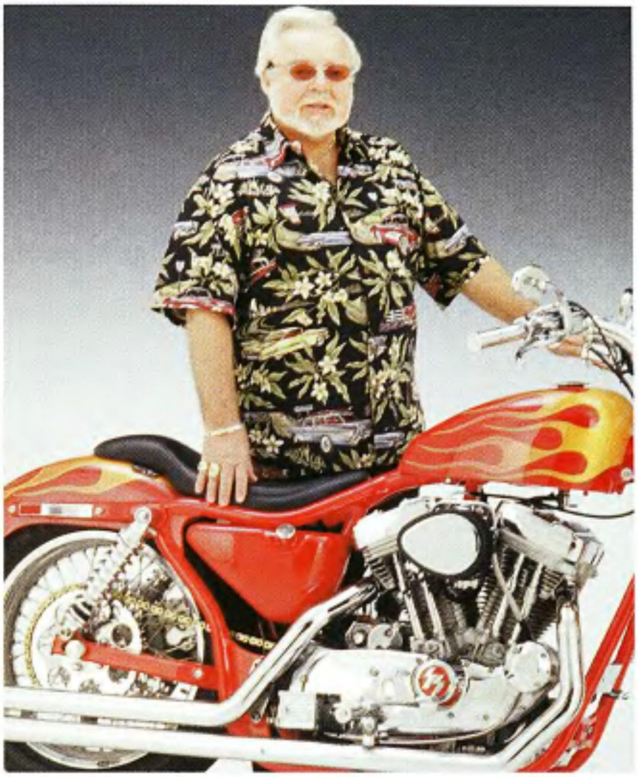
Forks
Type: modified Ness
Extension: 2 inches under
Builder: West Coast Choppers
Special features: Ness sliders and trees

Wheels

Front
Size: 18-inch
Make: Sun Rims, Buchanan's
Rim width: 2.75 inches
Tire: Metzeler
Brake: JayBrake, 6-piston

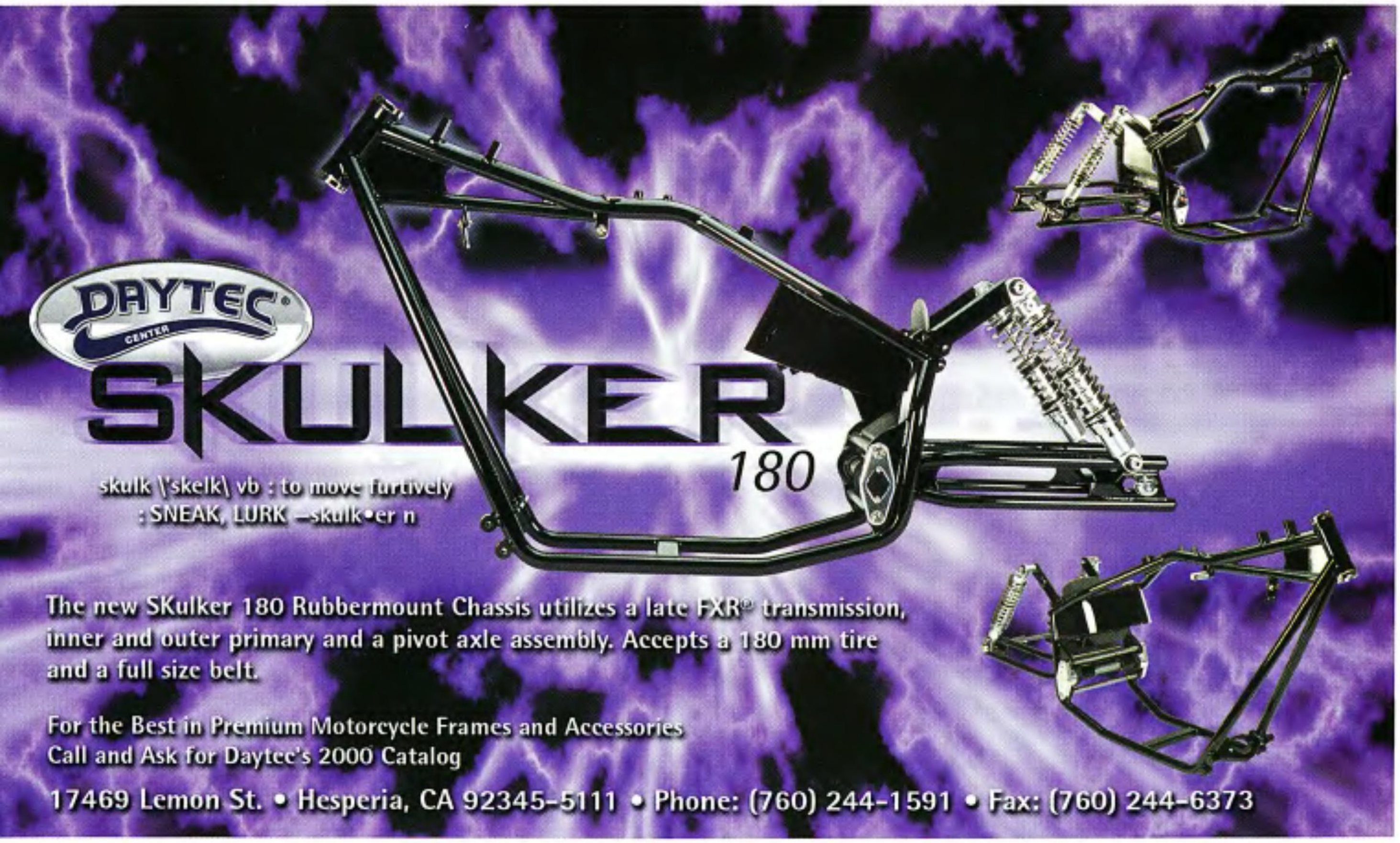
Rear
Size: 18-inch
Rim: Sun Rims, Buchanan's
Rim width: 5.5 inches
Tire: Metzeler
Brake: JayBrake, 6 piston

Other special modifications: Pro-One turn signals, frenched license plate, Baisley rollerized rockers, special thanks to Jesse James, Rich Perez, Tom Prewitt, Dan Baisley and J.R. Engine Service, Dan Fitzmaurice.
Photos: Raiko Hartman



Mid-life is when you go to the doctor and realize you're now so old, you have to pay someone to look at you naked.

Hotshot Matchstickin'



FoxHunt

Meet September's Winner

Your September Fox Hunt winner, Maria, from rural Pennsylvania, is a real catch—if you can do it without getting your ass kicked! By day, this lovely vixen owns and operates her own salon, taking in those less fortunate in the style department and transforming them into, well, she does the best with what she's got to work with. After a hard day's work, she jumps on her Buell Blast and hits the dojo. Yep, she's a gray belt in tae kwon do, working toward a black belt. See, her hubby's a black belt and if he doesn't help her get the Low Rider she wants, she's gonna take her belt test on his ass! We sent this little ass kicker to, where else? New York, to be shot by a non ass-kicker, Dino Petrocelli. With a name like that, you don't need to be an *actual* ass kicker, right? *Fugedaboutit!* While in the Empire State, Maria, with husband in tow, spent most of her time veggin' out at the luxurious hotel pool and spa (a Motel 6 with a pool and hot closet), yet she saved enough energy to mix in a fine Italian meal and spent the rest of the evening nightclubbing and tearing up the town. See how the rest of the shoot turned out, as we teamed her with Bill Nibro's '75 FLH. Uh, Maria, if you throw in a beatin', do I have to pay extra, or would that be considered a freebie? —*Sherwood O'Dunner*

Carie—Nebraska

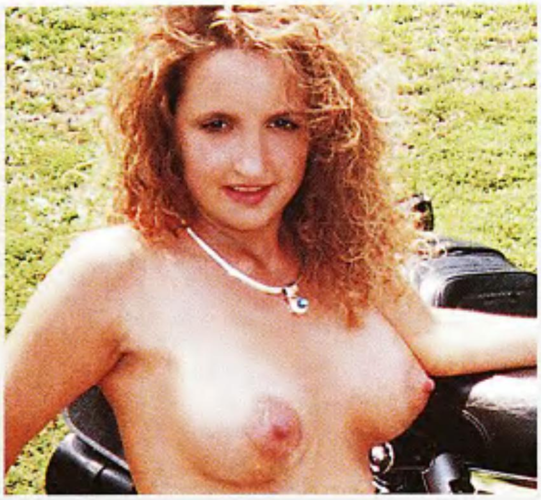
#201

"My first ride made me realize what the power and the force that was between my thighs could do for me!"

Chris—California

#202

"My first ride was on a 1952 panhead. I had a blast. Ever since then I've been hooked. Now I make my boyfriend take me on his."



Wendy—North Carolina

#203

"My first ride was to Myrtle Beach and I'm now a firm believer that size (of the bike) matters."

Theresa—Arizona

#204

"My first ride on a Harley was so exciting. It actually made my toes curl!"

Lauren—Florida

#205

"My first ride on a Harley was wonderful. I felt the freedom and the power ... it was enough to now buy and ride my own iron horse."

Stacy—Massachusetts

#206

"It was two years ago after modeling on my friend's '69 XLCH. I'll never forget the tingling feeling it left me with."

Ladies, make $500 by being selected the winner and modeling for an *Easyriders* feature! Men, help pick the winner by mailing in your vote. It's up to you to decide which luscious lass gets to share her wares with all of bikerdom in an *Easyriders* feature. So grab a pen and a postcard and vote!

OK, bros, here's a chance to share your favorite hardbelly with all of bikerdom on the pages of *Easyriders!* We're hunting for the best-looking, real-live, bike-lovin' babes to show their stuff.

It works this way—if your entry is selected as the monthly winner, you get $150 for sending in the photo; the cutie gets $350 for modeling at our studio or choice of location. (Girls, send in your own photo and grab the whole $500!) We'll even throw in round-trip airfare and deluxe accommodations at a hotel Spider doesn't know about (or isn't allowed into) and maybe—just maybe—even a ride on one of our Hogs.

The contestants are selected by our lecherous staff, and the winner is determined by your votes, based on how many votes are received in the mail during the voting period.

Final judging will be based partially on the contestants' reasons—in writing—for wanting to pose for *Easyriders.*

Applicants must be 18 years of age or older to be considered. The following documents are required of each Fox Hunt entrant:

1. Entry photos must be topless. No Polaroids!

2. The release form on this page signed and a photocopy of model's driver's license.

3. A photograph of the model holding the signed release form and her driver's license.

Ladies, one last favor. In your own sweet, legible handwriting, please fill out the entry form and answer the question at the bottom of the page.

Photos must be color prints, or color slides—no negatives and no Polaroids. Send in more than one and let us decide. Sorry, absolutely no photos can be returned without a self-addressed stamped envelope (SASE); all published entries become the property of Easyriders, Inc.

Readers, exercise your God-given right as a biker and reader of this rag and vote. Simply write the name and number of the lady you like best on a postcard—or on the back of a sealed envelope—and mail it to #332 *Easyriders* Fox Hunt, P.O. Box 3000, Agoura Hills, CA 91376-3000.

For this issue you may begin sending in your votes January 1, 2001. The voting deadline for this month's crop of cuties is January 31, 2001. We'll print the winner in the June 2001 issue.

Here she is, your October 2000 winner in our monthly Fox Hunt, Roxy LeRoux, #1006, from Columbus, Ohio. See more of her next issue.

332

FOX HUNT
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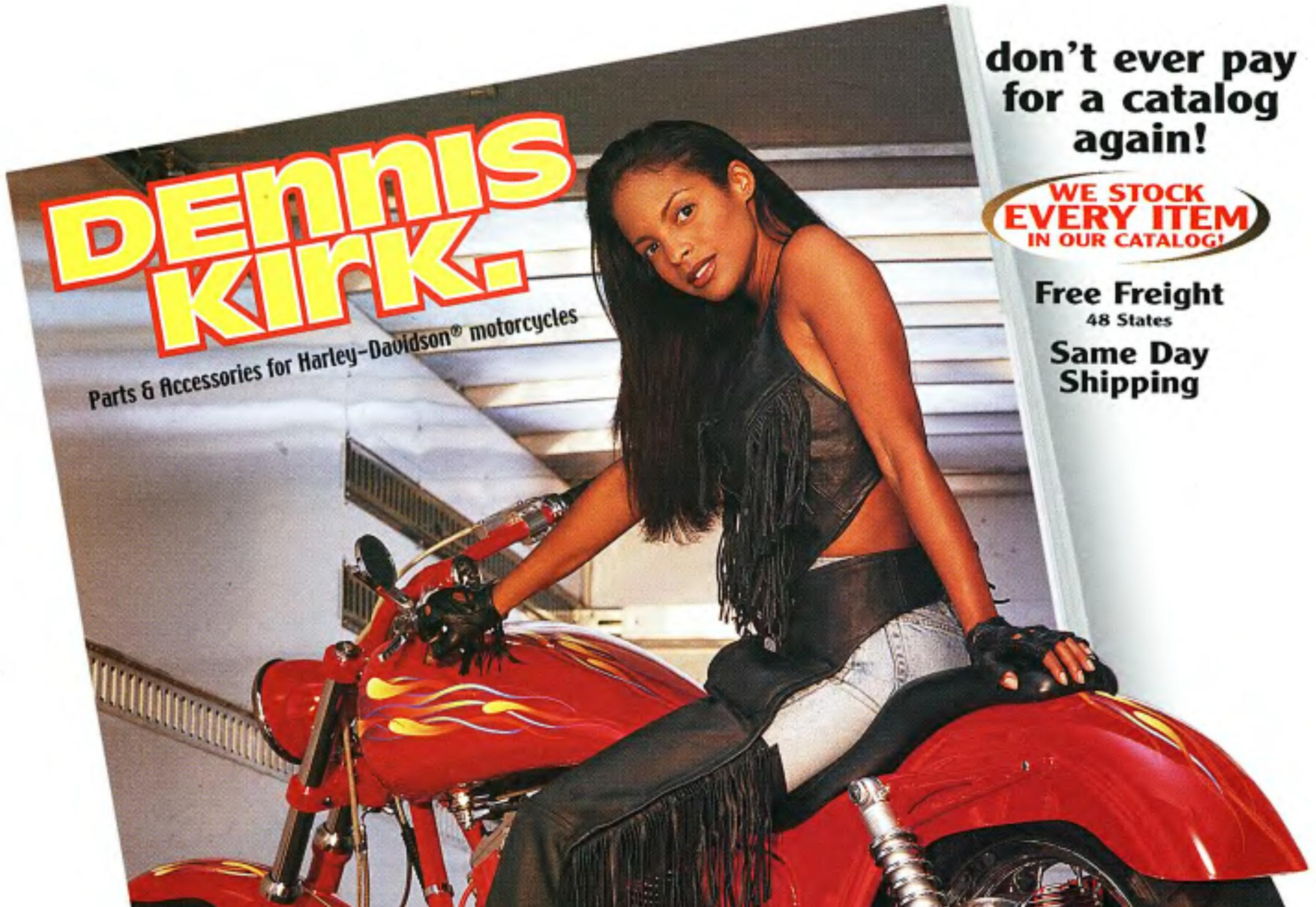
Model's Name ____________________
Address ____________________
City __________ State __________ Zip __________
Daytime Phone (   ) __________ Evening Phone (   ) __________
I am _____ years of age, born ____________________
I will pose fully nude ____________________
Model's Signature ____________________

Photographer's Name ____________________
Address ____________________
City __________ State __________ Zip __________
Daytime Phone (   ) __________ Evening Phone (   ) __________
Photographer's Signature ____________________

Don't forget to vote! These girls are depending on you!

Send a photocopy of your picture I.D.that shows your signature and photo.

In the space below, or on a separate page, tell the staff about your first ride on a Harley.



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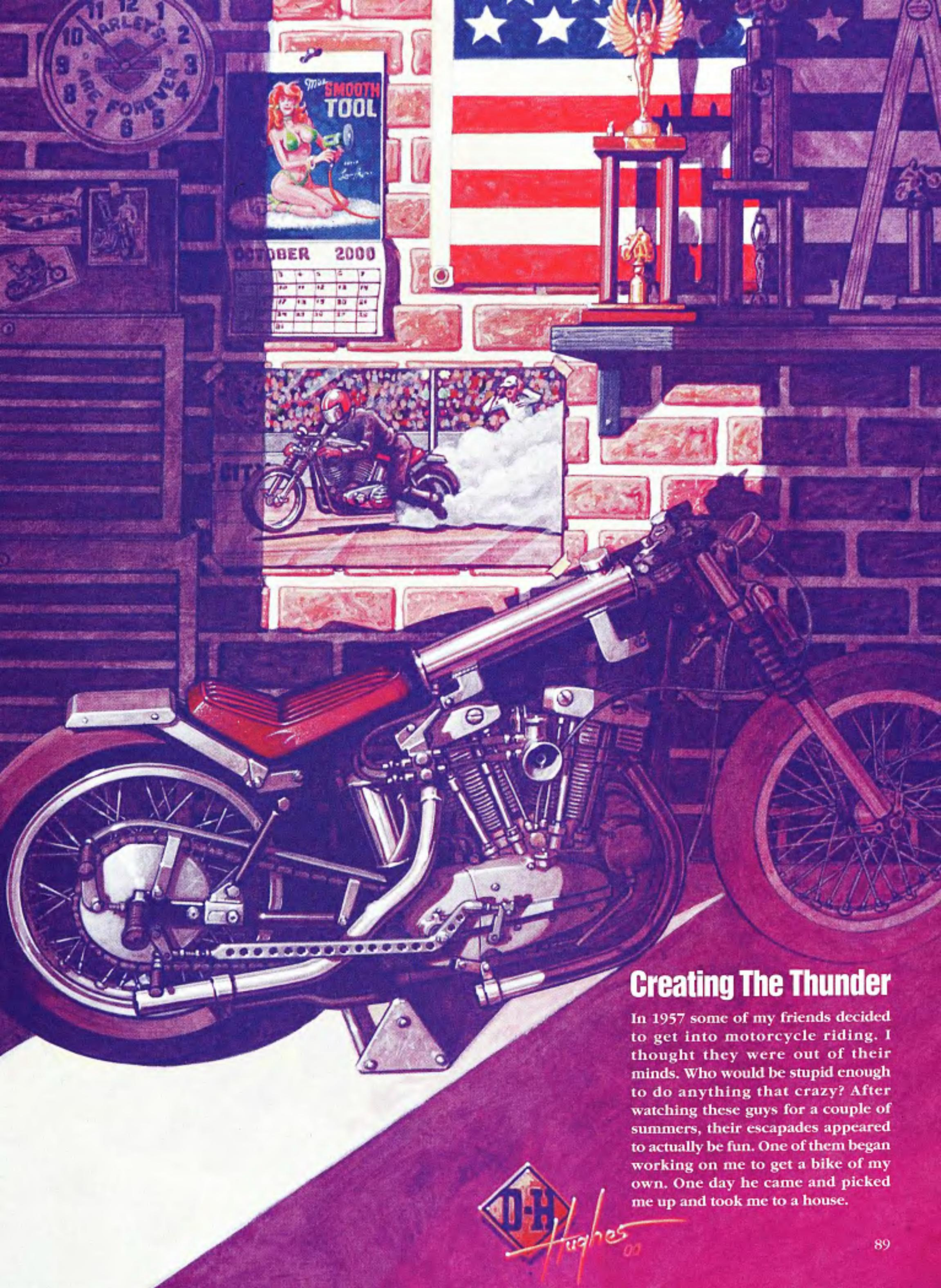
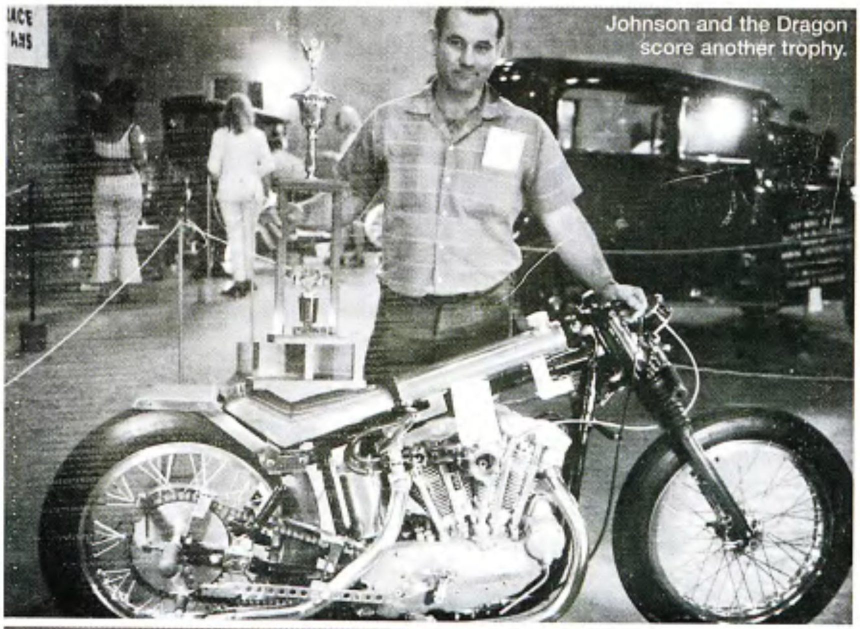
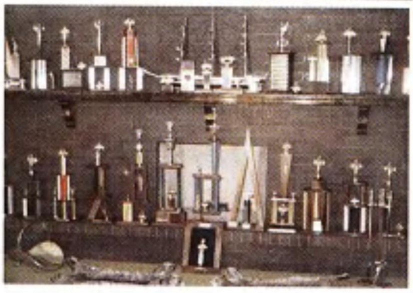


Creating The Thunder

In 1957 some of my friends decided to get into motorcycle riding. I thought they were out of their minds. Who would be stupid enough to do anything that crazy? After watching these guys for a couple of summers, their escapades appeared to actually be fun. One of them began working on me to get a bike of my own. One day he came and picked me up and took me to a house.



Johnson and the Dragon score another trophy.



A guy came out and my friend told him that we wanted to look at his bike. It was leaning against the garage. He went over, gave it one kick and it fired right up. I was impressed. He wanted $350 for it. The next day I owned a 1956 Triumph TR6. I was very cautious learning to ride it. After practicing on a few dirt roads and trails around the airport, I finally learned to ride it...safely.

A few months later, I became interested in trying some drag racing. My friend and I decided to take it to the races where we had a very interesting encounter with a highly modified Harley drag bike. It had two huge Dell 'Orto racing carburetors, a 1-quart fuel tank, and a rear foot shift set up. It looked dreadful just sitting there, like a chrome fire-breathing dragon. It was beautiful and I had to have one. I began to plan a scheme on just how I was going to get one for myself. I knew of a guy that had a drag bike so I decided to track him down. When I finally found him he told me that he had sold his bike about six months prior to our meeting. He had sold it to a law officer in another town. He looked around and came up with his name and phone number, then mentioned that the officer had been racing a Corvette on his bike and blew the engine when he missed a shift. He said the bike was for sale for $200.

I took my old GMC pickup to see him and brought the dead Dragon home. The original owner told me who'd built his motor and recommended I talk to him. I contacted the racing division over at Harley-Davidson and talked to one of the technicians several times. He recommended cams, carburetor, exhaust pipe lengths, timing specifications and other technical information. After adding some high-performance equipment and supertuning it, the Dragon finally came to life once more. I bought the nitro carburetor from the original owner and began running nitromethane. The heads were sent to a supertuner in California, who worked the heads over with huge valves and professional porting. Now, the Dragon was breathing fire again. You could hear the thunder roar and I loved it.

I took it to the drags often and almost always came home with a trophy. I had many memorable and enjoyable encounters and challenges there. One night at the drags in Salt Lake City, a young man brought a new 250cc two-stroker to the race that he thought was pretty hot. The way I remember it is that it was a Yamaha 250 Hustler. It appeared as though he was going to show us just how the game was played. I was running 12-second quarter miles and he was running 24 seconds. I had to spot him 12 seconds on the clock. He left the starting line and disappeared into the dark. I waited and waited and finally I got the green light. When I left the line I could not see or hear him, but I managed to flash right past him at about a 100 feet from the finish line. I knew he heard my thunder, and again, I loved it.

Another night I was coming to the starting line to run against an 80-inch Harley drag bike. As I was working my way through the staging lane I discovered that the throttle was not working. When I twisted the grip the carburetor did not respond and the motor remained at idle. It was dark and I couldn't see what the problem was. I couldn't pull out of the staging lane and go to the pit area to diagnose the problem, or I would be disqualified. So what the hell could I do? There was about one minute until I would be called to stage and I had no plan and no idea what to do. Suddenly, I was staged and at the last second I got an idea. When the green light came on, I reached down and opened the throttle manually with my fingers. I had to slip the clutch while accelerating off the line to keep from doing a grandstand wheelie and had to shift while under full throttle instead of backing off on the throttle to shift. When I shifted into fourth gear at about 100 mph the front wheel lifted about two feet in the air. I got the win but have no idea how. The guy on the 80-incher must have screwed up terribly or fell asleep on the way to the finish line. When I got back to the pit area I discovered that the set screw that holds the cable was sliding in the bar. A 25-cent screw fixed the problem.

Another interesting race happened when I was lining up at the starting line to race a B-modified Corvette. I was getting into position at the starting line when something hit me in the back of the head so hard it made me angry. I turned around to see who had done it,

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but when I looked, there was nobody there. Suddenly, I felt like I took a hit from a .357 Magnum. Then I took two more. I had no idea what was happening and was so distracted and unnerved I wasn't concentrating on the race, and the 'vette got off the line ahead of me. Natch, I lost the race. When I got back to the pit area, I managed to find the smoking gun. On the trailer that I haul the bike on, I had two small steel chains holding the bike in place on the trailer. One chain ran very close to the rear cylinder spark plug. While bouncing on the trailer, the chain had rubbed a dime-sized hole in the spark plug insulator boot. When sitting astride the bike, movement would cause my leg to touch the bare spot on the spark plug, and the spark from that Fairbanks-Morse magneto would hit me and damn near knock me down. I took four hits within 20 seconds. I didn't love that at all.

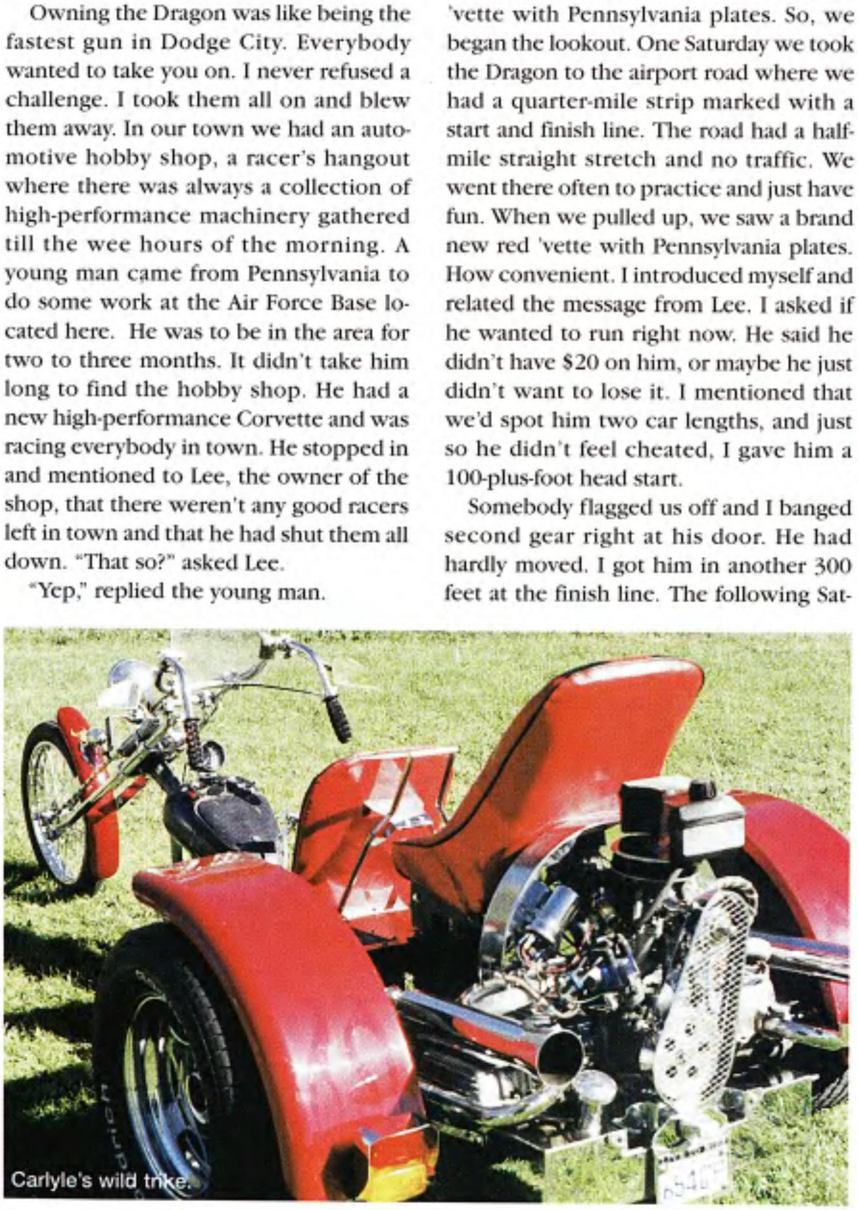
Owning the Dragon was like being the fastest gun in Dodge City. Everybody wanted to take you on. I never refused a challenge. I took them all on and blew them away. In our town we had an automotive hobby shop, a racer's hangout where there was always a collection of high-performance machinery gathered till the wee hours of the morning. A young man came from Pennsylvania to do some work at the Air Force Base located here. He was to be in the area for two to three months. It didn't take him long to find the hobby shop. He had a new high-performance Corvette and was racing everybody in town. He stopped in and mentioned to Lee, the owner of the shop, that there weren't any good racers left in town and that he had shut them all down. "That so?" asked Lee.

"Yep," replied the young man.

Photos: courtesy Carlyle Johnson

So Lee asked him how he would like to run against 55 cubic inches for $20 and we'd spot him two car lengths. He jumped on that offer like a rooster on a June bug. Lee clued me in on the deal and told us to be on the lookout for a red 'vette with Pennsylvania plates. So, we began the lookout. One Saturday we took the Dragon to the airport road where we had a quarter-mile strip marked with a start and finish line. The road had a half-mile straight stretch and no traffic. We went there often to practice and just have fun. When we pulled up, we saw a brand new red 'vette with Pennsylvania plates. How convenient. I introduced myself and related the message from Lee. I asked if he wanted to run right now. He said he didn't have $20 on him, or maybe he just didn't want to lose it. I mentioned that we'd spot him two car lengths, and just so he didn't feel cheated, I gave him a 100-plus-foot head start.

Somebody flagged us off and I banged second gear right at his door. He had hardly moved. I got him in another 300 feet at the finish line. The following Saturday at the drag strip I had a chance to run off with him during time trails and got him 300 feet again. This time, in front of hundreds of people. The spectators cheered. They loved it whenever the bikes beat the cars. I never did get my $20 and I never saw the guy again. He heard the thunder. And I loved it.



Carlyle's wild trike.

After five years of racing the 1960 XLR Harley, the racing scene began to change. The new machines had a different sound. Instead of having the deep throaty roar, they sounded like a swarm of mad hornets. They had strange names like Kawasaki, Suzuki, Yamaha and Honda, and used strange things like Reed valves, expansion chambers, power bands, and two-stroke motors. They were a new breed that would finally take over the motorcycle-racing world; they were eating the old four-strokers for lunch. I talked to several bike builders and asked them what I would have to do to stay competitive. They told me to build a two-stroker or get out. Well, I got out.

When my son turned 16 he decided to take my 1969 Dodge Charger to the car shows. It is all original and has only 62,000 actual miles on the clock. After a few shows he suggested taking the bike to the shows also. We shined it up and took it on the trailer behind the Charger. Good grief, what a super day we had. Many of my old friends who remembered the days of the Harley stopped by and we reminisced all afternoon. This was 35 years after all those races with the Harley. What a day! What a reward! What a memory!

The Dragon resides in my shed and sits on a stand. When I go into the shed and walk past her, she nuzzles my leg and whispers, "Remember me?"

I reply, "Yeah, I remember." Then from the past, I can hear the thunder. I can hear it distinctly. And I loved it. Man alive, how I loved it!

Thank you, oh Lord, for the thunder!

— *Carlyle Johnson*

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Show 'Em Your Class.

I'm pretty sure I've got too much time on my hands 'cause the other day I was flipping through the paper and for some reason found myself reading one of those manners columns. You know, one of those prissy, girlie columns where you are reminded what fork to use to eat what and how none of them are to be used for scratching anything or combing crumbs out of your beard.

The whole thing got me thinking about my own manners and why I don't seem to have any to speak of. Don't get me wrong, I'm not a pig. I can eat a burger without splashing slop on the person sitting next to me, but that apparently isn't good enough.

The thing is, I don't hang around with people who give manners a lot of thought. How to act in a given situation just doesn't seem as important as having fun. My experience with manners usually involves nothing more than saying thank you to any woman who is kind enough to talk to me and not end our conversation with a sharp blast of mace.

But according to the broad who wrote this manners column, knowing how to behave yourself in public is almost as important as knowing how to fix a flat. So here's what I did. I put together my very own list of do's and don'ts that every man should know when it comes to good manners and etiquette, both in public and private. Oh, and just in case you were wondering, etiquette is sort of the same as manners, only it's a hell of a lot harder to spell.

• You are dining with a female companion and she spills something in her lap.

Do: Offer her your napkin and tell her not to be embarrassed.
Don't: Immediately drop to your knees and suck her clean like a wet vac.

• Later during the meal you are stricken with an uncontrollable urge to pass gas (i.e.: blow da cheese).

Do: Excuse yourself to the bathroom or maybe across the street.
Don't: Let 'er rip and announce to anyone listening, "Hey, just makin' room for dessert."

• You are attending the wedding of a close friend.

Do: Sit quietly and enjoy the services.
Don't: Ask the bride if she's got time for a blow job before the honeymoon.

• Still at the same wedding, you are asked to make a toast to the bride.

Do: Offer the newlyweds your very best wishes and thank them for inviting you to the festivities.
Don't: Offer to show everybody the tattoo on your ass and thank the bride for wearing a dress that shows off her mighty cleavage so nicely.

• Still at that same freakin' wedding, you have the chance to give the bride a congratulatory kiss.

Do: Kiss her lightly on the cheek, being careful not to smear her makeup.
Don't: Get her in a solid lip-lock and stick your tongue so far down her throat you can taste the spicy chicken salad she had for lunch.

• A lady friend invites you over for a homemade dinner and she really isn't a very good cook.

Do: Thank her profusely and tell her it was delicious even if it's all you can do to keep it down.
Don't: Ask if you can have something more edible, like a can of dog food or maybe some dirt.

• You are standing in a long line at the supermarket checkout.

Do: Wait patiently since lineups are just a fact of life.
Don't: Try to thin out the line by dropping a long series of burrito farts.

• A salesman shows up at your house selling vacuum cleaners or other junk.

Do: Thank him for stopping by and gently explain that you're not interested.
Don't: Force him to clean your carpets, then have your pit bull run him off the property.

• You are introduced to your boss's wife for the first time.

Do: Smile, shake hands and be sure to tell her what a pleasure it is to make her acquaintance.
Don't: Give her a bear hug and lick the back of her ear just to show her how friendly you are.

• You are interested in a little adult fun, but your significant other says she's just too friggin' tired.

Do: Be understanding and wait for another night.
Don't: Tell her that she can sleep if she wants to, but you don't see any reason why that should affect your plans.

• Your ol' lady gets a haircut that leaves her lookin' like a bitchy dust mop.

Do: Be supportive and assure her that it will grow back.
Don't: Stop at the store on the way home and pick up a supply of brown paper bags.

• You exit a tavern and find some no brain idiot sitting on your scooter like it's a bus stop bench.

Do: Explain to him, in a warm, friendly manner, that he is currently seated on your private property.
Don't: Explain to him, using a large, blunt object, that he is sitting his fat ass on your private property. On second thought … screw it, light the mutha up!

By following these suggestions you'll have excellent manners. Of course, you'll be a wimp, won't be able to live with yourself, and might even grow tits and turn into a woman. Your bros will laugh at you, your dog won't respect you, and you might become the brunt of cruel practical jokes, since everybody knows you're a pussy. I guess you have to decide what's more important to you: making everyone else feel comfortable or making yourself feel sick? What good are manners if you can't look at yourself in the mirror?

—Greg White

"Jeez, talk about a fresh canvas."

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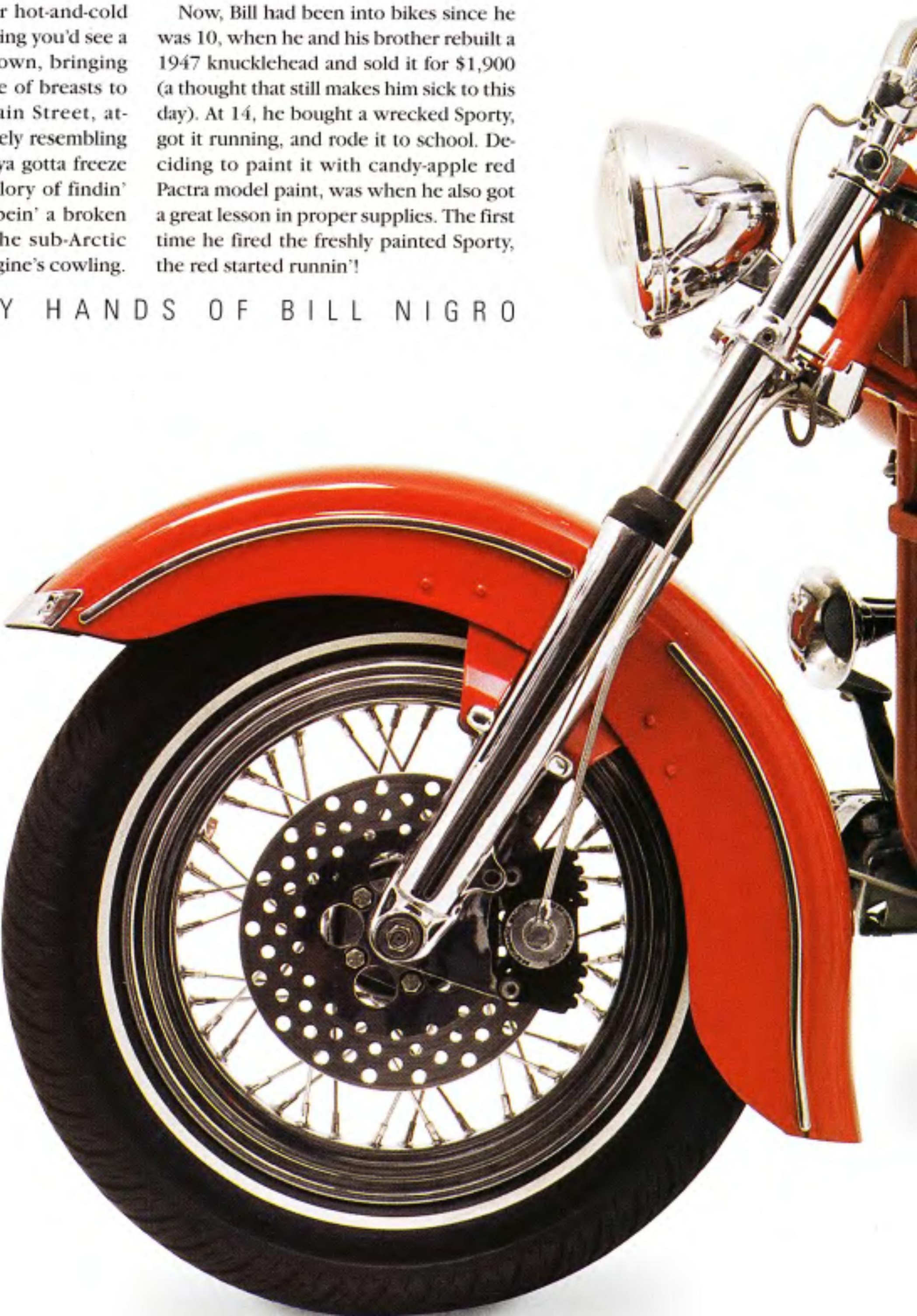
Model Citizen

Oh, yeah, this sounds like fun: It's 2 a.m., there's snow for days, and your phone rings. A guy needs you to get in a plane, fly out and fix his dead bird. Great. Wakes you up in the middle of a Daytona Beach dream where ya went to flying and mechanic's school for five-and-a-half years, while droolin' over hot-and-cold runnin' women. Every spring you'd see a bazillion bikes roll into town, bringing out an even bigger parade of breasts to watch wobble down Main Street, attached to something vaguely resembling stringed fabric, and now ya gotta freeze your cheese log for the glory of findin' what'll probably end up bein' a broken ground wire buried in the sub-Arctic temperatures of a dead engine's cowling.

Bill Nigro, owner of American Motorcycle Parts, in Albany, New York, figured there had to be more to life than living the on-call aviation mechanic's treadmill, so he took his high-end training and found a much cooler bottom line in the work bays of his own bike-building shop.

Now, Bill had been into bikes since he was 10, when he and his brother rebuilt a 1947 knucklehead and sold it for $1,900 (a thought that still makes him sick to this day). At 14, he bought a wrecked Sporty, got it running, and rode it to school. Deciding to paint it with candy-apple red Pactra model paint, was when he also got a great lesson in proper supplies. The first time he fired the freshly painted Sporty, the red started runnin'!

THE CRAFTY HANDS OF BILL NIGRO



Harley-Davidson

Easyriders

So fast-forward a few years; Bill picked up a 1975 FLH basket case in a milk crate—engine, tranny, frame. A buddy gave him a narrow glide front end. Progress. Once it was all up and outta there, Bill lived to beat the shit out of it. A third-gear experiment that failed somewhere around 100 mph, and broke a valve guide, resulted in Bill trying the STD aftermarket dual-plugged panheads. Grenading the trans brought on a rebuild with Andrews gears and shafts. Finally, bending the nine-year-old, $60 Taiwanese shocks gave way to the 11 Progressive Suspension shocks that now make the pan/shovel's ride seem like bein' on a cloud, and a pilot ought to know the difference.

The triple trees are off an early sidecar setup, the internal throttle came stock with late-pan early-shovel handlebars (minus the left distributor adjustment throttle), and the jockey shift ain't no cosmetic bolt-on. Yes, Virginia, they actually make fake ones nowadays. And remember to floss with buckshot if you make this addition to your bike.

But the paint is what gives this real deal its palpitatin' heart and ever-faithful soul. Bill didn't have the $500 for a *gen-u-ine* lacquer treatment, but he did have enough cash for 40 cans of red spray paint and 10 cans of clear, and no, this red did not melt and run on the first firing.

American Motorcycle Parts builds about seven or eight bikes a year, and Bill considers this sample and personal ride to be his "rat" bike. What more would ya need to know about the guy? Well, maybe this: "When I was a kid, I built every plastic model I could find in town. Now I build big models."

Bill can't guarantee your scoot will be straddled by the likes of Maria, our gorgeous September Fox Hunt winner from New Castle, Pennsylvania, but you can be damned sure it will have been crafted by some very highly-trained hands that are no strangers to making a rat squall at a buck plus some change.

Hell yeah, that sounds like fun!

—Captain Trash

Harley-Davidson

Owner: ....Bill Nigro
City: ....Albany, New York

General

Fabrication: ..American Motorcycle Parts, Albany, N.Y.
Year/make: ..1975 Harley-Davidson
Model: ....FLH
Assembly: ....American Motorcycle Parts
Time: ....six months
Chroming: ......Paul's, Perkasie, Pa.

Engine

Year/model: ....1975 FLH
Rebuilder: ....American Motorcycle Parts
Ignition: ....Twin Power/dual plug
Displacement:........74 cubic inches
Lower end: ....Harley-Davidson
Balancing: Twin Tech, Catskill, N.Y.
Pistons: ....Keith Black, 8.5:1
Cases: ....Harley-Davidson
Heads:..........STD panhead, ported
Cam: ....V-Thunder 514-lift
Carb:.................QuickSilver 38mm
Lifters: ....JIMS big axle
Air cleaner: ....Milwaukee Iron
Pipes: ....Paughco, dual exhaust
Mufflers: ....Paughco, fishtail

Transmission

Year: ....1975 Harley-Davidson
Modifications: ..Andrews gears and shafts
Shifting: ....hand
Engine sprocket: ..Primo belt drive
Trans sprocket: 24-tooth
Wheel sprocket: 51-tooth

Paint

Molding: ....none
Painter: ....American M/C Parts
Color: ....red
Type:.....................................lacquer
Special paint: ....spray can!

Frame

Year: 1975
Builder: ....Harley-Davidson
Type: ....FLH
Rake: ....stock
Stretch: ....none
Shocks: ....Progressive Suspension, 11-inch

Accessories

Bars: ....Harley-Davidson
Risers: ....H-D
Handlebar controls:....Performance Machine
Fender(s): ....H-D, fatbobs
Headlight: ....Springer
Taillight:.........................tombstone
Speedo: ....factory
Dash: ....H-D
Front pegs: ....H-D, footboards
Rear pegs: ....H-D
Electrics: ....American M/C Parts
Foot controls: ....H-D
Gas tank: ....H-D, 5-gallon fatbobs
Oil tank: ....spun aluminum
Oil system: ....H-D
Primary cover: ....Paughco
Seat: ....Le Pera
Sissybar: ....none
Mirrors:...................................none
Grips:..H-D

Forks

Type: ....wide glide, modified
Extension:..................6 inches over
Builder: ....H-D
Special features: ......raked, sidecar triple trees

Wheels

Front

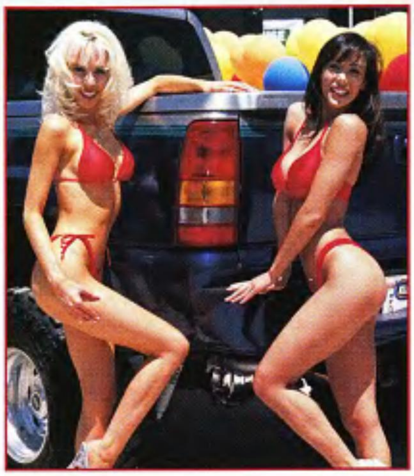
Size: 16-inch
Hub:..H-D
Rim width: ....3.5 inches
Tire: ....Avon Elan, whitewall
Brake: ....Performance Machine

Rear

Size: ....16 inch
Hub:..H-D
Rim width: ....3.5 inches
Tire: ....Avon Elan, whitewall
Brake: ....Performance Machine
Photos:....................Dino Petrocelli

"Damn that Santa. Next year he's getting something extra in his egg nog."

Tailgate



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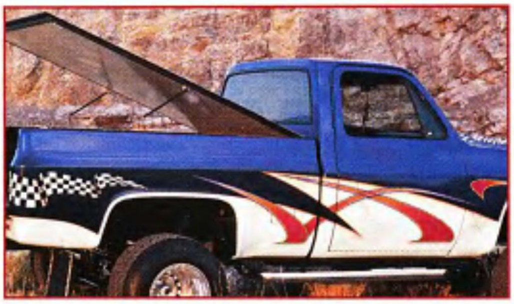

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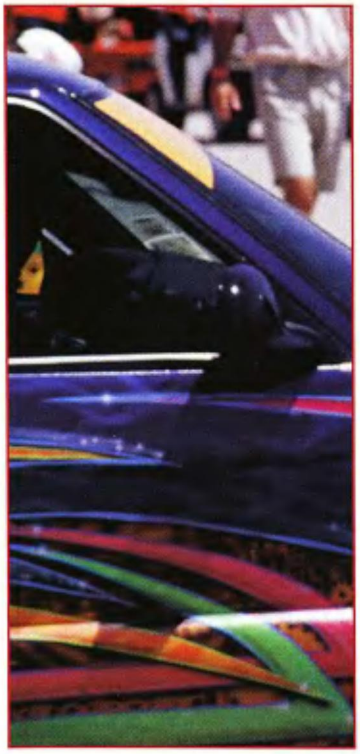

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Last spring, I had the opportunity to travel to Stockholm, Sweden, to visit friends and family. I had been invited by my friend, Carita and her husband Petri to go to the Swedish Bike Meet with them. Petri is vice president of the Solna-based Tjurskalle MC (*bullheads*, directly translated, *stubborn ones*, loosely translated), one of 86 sanctioned clubs in Sweden, which has an overall population of 8 to 9 million.

Their barn-like clubhouse was quite impressive. The wrenching bay had room to work on about 10 bikes at a time. There was also a bar, party room and a meeting room in the large building.

After about a week of partying, enjoying the lush green countryside, fresh air, and long days, which are well-known trademarks of Sweden's summers, we started preparing for the run.

A trailer was hitched up, and gear was loaded into a 1966 candy-apple red Ford Mustang and a panel truck, which were to be the chase vehicles. We headed out Friday afternoon, around 3 o'clock.

Lars, packing Maria-Karin on his '99 Night Train, led the pack. Petri, riding his '66 shovel, Carita, on her '83 Sportster, and Chaplin (my rider), aboard his '99 Heritage were followed by cars filled with our gear. Our friends, Krister and Larsson, on their Dyna and Buell's, respectively, left earlier, riding ahead to stake out our camping spot.

The scenic ride south, down E4 should have taken about five hours, including stopping every hour to tank up the Sporty, but after about two hours down the road, Petri noticed that his belt drive seemed to be turning to dust, so we pulled over at a Statsoil gas station. After a brief inspection, and a minimum wrenching attempt, the bike was loaded onto the trailer, and we were off again. With no more mishaps, save for a few added cans of oil along the way, we made fairly good time.

We arrived at High Chaparral in the Smålna region of southern Sweden, at 9:30 p.m., the sky was still bright, lit up as if it were late afternoon. The Old West replica town, was built 30 kilometers out in the middle of a forest in what could only be compared in U.S. terms to a national park.

We paid our 200 crown (about $25 U.S.) entry and camping fee, and were

Viking Biking

AN AMERICAN'S SWEDISH SUMMER ADVENTURES

told that the campground was already filled to capacity, well over last year's Friday night arrivals and there was not a spot left on the whole 40-acre lot.

However, as luck and forethought would have it, Krister and Larsson had done their job and held the crowds off long enough for us to set up camp—a 20-man military style tent, complete with a stovepipe in the middle.

We unloaded the vehicles and set up our temporary home among a village of 7,000 other tents. By 10 p.m. smoke was billowing from the top of the center pole, and the sky was only beginning to get dark. It was now time to grab some walking beer and head off on the 20-minute hike down the trail, weaving through vendors and campers and bikes, to the night's scheduled round of entertainment.

In the large hall were several side rooms, with the main stage room in the middle, all built with brick and stucco, in a European/Western motif. All available space was filled primarily with enthusiastic, and mostly drunken, Swedes. Upstairs an Old West museum housed artifacts from American days of yore.

By far, the best performance of the night was by an Americana-style, old-time rock 'n' roll band from Falun in central Sweden, called Whiteleather. With a good mix of classics and originals, Whiteleather had the crowd in a frenzy chanting *en gång till*, "one more time."

By 3 a.m. it was time to buckle down and head back to camp. As the few remaining hangers-on sat around a dwindling campfire, a mediocre tent band played in the distance and the sun began to rise. It was time to stumble in over a sea of snoring bodies, to my previously laid out spot in the tent for a little shuteye. At 11 a.m. I was to meet the renowned Swedish journalist "The Sheriff," and I wanted to be at least partially coherent.

The next morning, I was the first one to wake at 10:30 a.m. Gently shaking Carita, her eyes opened just long enough for me to tell her I was going off to meet *Sheriffen*. I then walked over to the main entrance where Sheriff was waiting with press passes to a huge rock 'n' roll show, advertised as the Swedish equivalent of

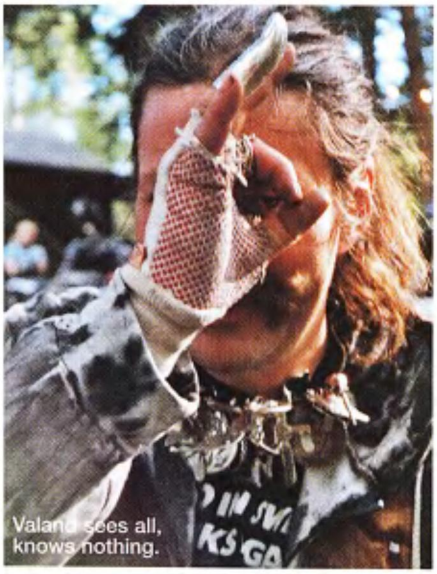
Woodstock, featuring Motörhead, Deep Purple, The Scorpions, Canned Heat and David Lee Roth, among others. His offer to take me to the event, two hours away, was very tempting. However, I was just beginning to get my bearings at High Chaparral, and the prospect of wandering around alone, in a crowd of 50,000 drunken Viking rock 'n' rollers, seemed a bit overwhelming. I decided to stick it out with the 10,000 Swedish maniacs at hand, and respectfully declined the Sheriff's generous offer. My ears hurt thinking about it.

a good time, became the ritual. Somehow we managed to miss the wet T-shirt contest, but I'm sure it was lively.

Another late sack-out time and with my senses dulled by the long days, I barely heard the rain pouring down between the drone of music and snoring. However, I became aware that my sleeping pad had turned into a giant sponge. I oozed over to a spare edge of the air mattress next to me.

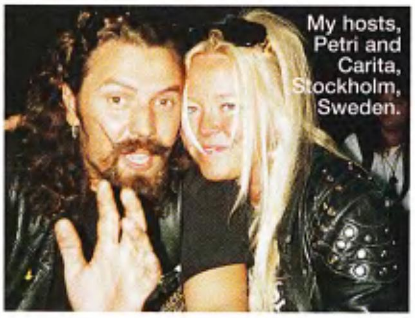
We awoke in the morning with a swamp in the middle of our tent, while all around us, campers on lower ground and

were probably the only ones in our group without too much alcohol still in our blood to drive legally. Sweden has a very strict, near zero-tolerance policy on alcohol and driving. If you're caught driving with more than .02 percent (recently lowered from .05-percent) alcohol in your blood you are locked up, and your license



Valand sees all, knows nothing.

Photos: Kristiana and Carita Palmroos



My hosts, Petri and Carita, Stockholm, Sweden.

The heart of the day had us checking out the people and the sights: the burnout pit, a steel cage of death, a bungee-jump, a mini motorcycle rodeo with a slow race, speed contests, bike judging, a Wild West show *ala* Hollywood, and a Harleycopter that took people airborne to view the enormous spread from above.

Among the thousands of bikes there, the ratio estimate of bike models would be at least 75 percent Harley-Davidson.

By evening, and into the night, more bands, dancing, drinking, and just having

in smaller tents were looking much worse for the wear. It's all part of the Swedish summer and the rain does keep the hills such a lovely shade of green.

As each of us woke up, groggily, it was apparent, especially to Carita, who was obviously familiar with her comrade's hungover appearances, that she and I

is taken away for three years. No questions asked. For that reason, along with the fact that it costs $1,500 (U.S.) just to obtain a driver's license in the first place, Scandinavian people are always aware of their blood/alcohol level when driving.

The line of people waiting to blow into a Breathalyzer—provided free by High Chaparral—was longer than any food or booze line throughout the weekend. Donations were accepted and put toward anyone wrecking on the way home from the run and needing assistance. While Carita and I were resourceful, and found a neighboring camper with a personal machine, we heard of a few others who had trekked half an hour to the local police station to blow. When they got to the cop shop, they were turned away and told

they'd have to come back in a car or on a bike to use the cops Breathalyzer. Yeah, it was quite the Catch 22.

As Carita had earlier predicted, she and I were the only two in our group to blow within the legal limit. We all loaded up as many bikes as would fit on the trailer and got ready for the long trip home. We couldn't fit all the bikes on, so poor Krister and Larsson drew short straws and had to stay behind in the muddy mess until their blood/alcohol level had dropped down. First in, last out. Thanks guys, see ya!

Maybe because I'm an American, or maybe because I'm familiar with the idiosyncrasies of classic Fords, having a 1968 F-250 Ranger in the driveway at home, I was chosen to drive the 'stang. The loaded trailer was hooked up to the truck. Carita drove it, as all the passengers started drinking again. While you can't drive with any alcohol in your blood, it *is* legal for anyone and everyone else in the car to drink as much as they want.

My grinding a few gears in the Mustang didn't seem to bother its owner, Johan, too much. Though I could tell he didn't let too many people get behind the wheel of this, his prized possession. I also knew that old Ford clutches could be tricky, and it took just a few kilometers before I was in sync with the clean machine.

Carita's brother, Mike, in the back seat, and Johan riding shotgun were still in full party mode, sucking down lots of strong *bärs* (beers) and telling me how to drive, when to stop for more beers, or for them to relieve themselves.

Music reverberations, and cigarette butts flying out the window, we made more piss and beer stops on the way north, than we had fuel stops heading south. As my traveling buddies were taunting me with *skål* to this, cheers to that, the music was turned up louder and louder with each new selection. "All right!" I yelled at the top of my lungs, barely loud enough for them to hear me, *"Nu, musiken är för hög,"* (Now, the music is too loud). "No, you're too old," came their wisecracking reply. "Ok, next time you guys need a piss stop, I'm drivin' right past!" I hollered back.

It took about seven hours to make it back to Stockholm and the clubhouse. By the time we'd completed the unloading and garaging of the bikes Carita and I were *really* ready for a drink. We hoofed it five blocks to a pub called Rabarber, where we met with a few more friends, and my Viking biking adventures continued.

Hej då, Sverige, vi ses igen. Goodbye Sweden, we'll meet again.

—*Kristiana*

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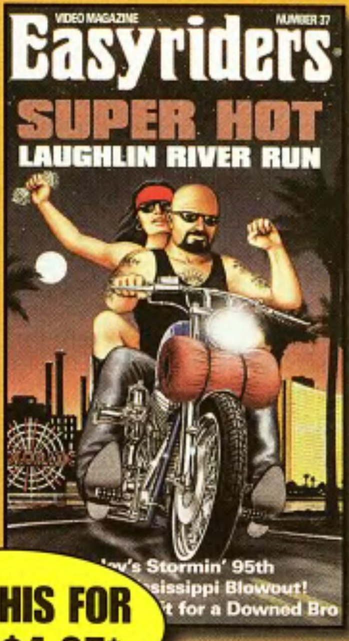

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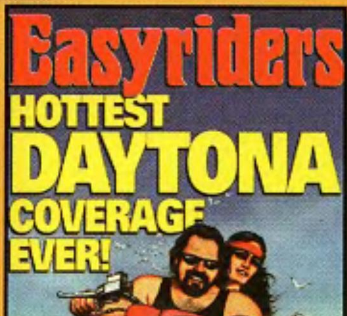

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"You're A Nice Girl, But..."

How to guarantee that the first date is the last.

You know what it's like. You're out for the first time with a potential ol' lady and things aren't going well. The woman that you had such high hopes for has turned out to be less than expected. Maybe she's uglier than you were led to believe in the personal ad. Maybe she won't quit talking long enough for you to order a beer. Maybe she's told you that there is no way she would ever have sex on the first date. Whatever the cause, it's time to bail.

If you're a half-decent guy you won't just get up and walk out. You're committed to at least the first date. You have to bite the bullet and try to get through the night, but there's something bigger at stake here. If you're not careful, just by being your regular, dapper self, she may want a second date. This can get awkward because, being a man, it's not in your nature to turn down any interested woman, no matter how repulsive or annoying she may be. But what to do?

Actually it's simple. You have to make sure the first date is one she won't want to repeat. Oh sure, you could be honest with her. You could tell her that you don't think it's going to work out and quietly step aside like a gentleman. Yeah right, maybe if you weren't a chicken-shit. You better come up with a better solution than that.

For the sake of illustration, let's assume that you've taken her to a nice restaurant with tablecloths and everything, you're just getting to know each other and it's already painfully obvious that you're wasting your time. Here's a bunch of cool stuff you can do if you want to absolutely guarantee that your first date will be your last date.

- Order soup and eat it with your fingers.

- Tell her that you're really looking forward to a good meal because you're so damn sick of prison food.

- Order a nice bottle of wine and make snorting noises every time she takes a drink.

- Stab your baked potato over and over while mumbling, "Bitch, bitch, bitch."

- Smother that same baked potato with ketchup and lick it off.

- Drink wine straight out of the bottle, or better yet, from the palm of your hand.

- Tell the waiter that if the bill is over $20 you're "gonna kick some serious ass."

- Scratch your armpit with her fork.

- Blow your nose in the tablecloth and yell, "That's a keeper!"

- Fart ... a lot.

- Mention that one of your proudest accomplishments is that you haven't washed your hands since 1976.

- When the waiter asks how you'd like your 16-ounce steak prepared, tell him "wet."

- Ask her if she'd like to come to the bathroom and see your collection of ass tattoos.

- Make it perfectly clear to her that only wimps and accountants waste time taking showers.

- Every time a new guy walks into the room hide your face and frantically mumble, "Do you think he's a cop, do you think he's a friggin' cop?"

- Ask her if you can go back to her place once you're done with dinner because you've got rats the size of toasters running all over your house.

- Insist that she order an extra large bowl of oysters.

- Casually mention that you've seen *The Texas Chainsaw Massacre* over 200 times.

- Order a beer and twist off the cap between your asscheeks.

- Start as many sentences as possible with, "Back when I was in the slammer ...."

- End as many sentences as possible with, "and they're still lookin' for me."

- Every time the waiter walks by tell him his barn door is open, then laugh like an idiot.

- Spend the entire evening talking to her chest.

- Call her by a different name every time you speak to her.

- You know, just be yourself.

If this stuff doesn't send your newfound female companion running out of the room in terror there are a couple of possibilities you may want to consider. Either you've found someone sicker than yourself, (which is pretty disturbing when you think about it) or you may have stumbled upon the perfect woman. A woman who isn't horrified by behavior that's usually reserved for mental patients. At any rate, you should reconsider trying to lose her and instead latch onto her like a vulture on a dead pig. A female with this kind of potential is hard to find.

— *Greg White*

Easyriders gets their own police force

In our continuing effort to bring you all the information we feel you need ... we stole a cop bike! Not just any cop bike mind you, we took off with Harley's 2001 FXDP—the Dyna Defender. It's amazing what you can get away with when you slap a black sticker on the side of a white police bike's gas tank.

It looks almost like the real thing. We rode the thing, pulled over unsuspecting housewives and various other beautiful females, chased down a few cell phone-using-dumbass-non-lookin'-lane-changin'-assholes and overall had a lot of great fun with it. Here's a tip: Don't smoke the tires on a cop bike half-a-mile away from the local cop shop.

Imagine our surprise when the cops actually believed that upstanding citizens 'like us' would steal such a motorcycle. Do you know the true definition of a friend? He's the guy that comes and bails your ass out of jail no matter what the cost. But I found that all my friends were sharing the same cell. Can't call the girlfriend on this one. After several interrogations, er, interviews, the wonderful people at the local Sheriff's Department realized what we were doing and released us on our own recognizance.

What were we doing?

We took this bike for evaluation purposes. We felt that you should know what this bike will do when a cop rolls up behind you and slaps on the red and blues. Unfortunately, we aren't allowed to tell you what's in it. We *can* tell you that this bike is fast. And, in the hands of the wrong people (by that we mean John Law who really knows how to ride) your ass is toast. So, without any further adieu, we sent the bike with the new *Easyriders* P.D. drenching of approval, back to its rightful owners.

— *Oil Can*

Photos: Jan Hagglund

Go Ballistic: How to survive a fire fight on your hog

[Before you go any further, please understand that Easyriders *in no way condones violence, shooting at people, or having relations with small farm animals. This is intended to bring a little humor into your drab existence. Although certain events did actually happen, no one in this story was hurt … and the sheep was actually begging for it!]*

Lemme present the situation: There you are, riding down the road on your faithful scooter minding your own business, when suddenly someone starts capping rounds at ya. You're jammed in traffic, can't move, and feel the need to return fire, what do you do? Sounds crazy you say? Not if you're either a police officer who rides a motorcycle, or a biker in Texas, or Arizona, where packing a heater is a prerequisite to living in those states.

The first motorcycles used in law enforcement appeared in 1909 in Pittsburgh, Pennsylvania. Two years later the first documented report was filed of a motor officer killed in the line of duty during a traffic stop—also in Pittsburgh. In the mid-1930s the California Highway Patrol (CHP) changed all throttle assemblies to the left side of the bars. Any guesses as to why? Yep, it lets the cop ride and shoot like John Wayne. However, the best deal was during the1940s when the CHP was equipped with the Thompson .45-caliber submachine gun. Yes, the Tommy gun was the preferred weapon of both mobsters and cops. During this time CHP officers were trained to lay the bikes down, at speed, and shoot from behind them as cover.

But what does that hafta do with saving your ass? Simple. A well-educated cop (I know it's an oxymoron, kinda like Military Intelligence) practices saving his own ass at all times. And, just like us non-coppers, motor cops don't have the privilege of all that extra protection that a cop in a cager does. These guys gotta know where and how to protect themselves in a gun battle. Which brings us to Sgt. Jim Polan of the Ft. Lauderdale Police Department. With over 20 years in the business, and as the FLPD SWAT team trainer, this guy knows a thing or two about not getting stuck on the wrong end of that lead projectile.

Sgt. Polan decided he was gonna take the job a lot of people wanted: shoot a bunch of ammunition into a 1977 Kawasaki KZ1000 cop bike and see what wouldn't kill ya! He used three different bike positionings: First, with the bike moving, shut the engine off, draw, fire, get off the bike, and get some cover; Second, with the bike approximately 25 feet away; Third, with the bike down. Polan used a *lot* of ammo from .380 ball-95 grain to .40 caliber-180 grain all the way to .223-armor-piercing rounds. He set a target behind the various locations of the bike, to simulate an officer, and started firing. This guy really takes his job seriously. What he found was predictable, but worth the effort.

If you own a bike with hardbags, you're in luck. If not, and you think the lifestyle you lead may be prone to raging gun battles in the street—ya may want to get a set. Here's the deal: Hiding behind the windshield ain't gonna help ya much. However, with saddlebags, there was no penetration through the bags into the bike that would hit you. With one exception: A 10mm-180-grain bullet, fired through the length of the bag, went through like butter. Best place to hide—behind the engine. Not one round fired from any direction passed through the engine and struck the target. The second best place was behind the saddlebags at the rear tire. Although all these situations were on standing bikes, it appears that with the bike down, nothing that was leveled at the motorcycle penetrated and struck the target. Rule No.1: Use as much of the bike for cover as possible.

A little note to all you pro-helmet and NHTSA fans, Polan says a helmet won't save your life—in a gun battle anyway. Polan shot two 9mm hollow points and two .45-caliber rounds at the helmets. The test showed absolutely no protection for the officer and, in fact, the skid lid acted more like a target than a shield. Rule No. 2: Throw out the helmet while returning fire. Rule No. 3: It is highly recommended that you always shoot around cover, not over it like John Wayne. Keep yer head down stupid!

[Note: Easyriders *is having* fun *here. We have the utmost respect for all law enforcement. Hell, we get the opportunity to see their roadside conversation behavior more than most.]*

—Ex-Johnny Law

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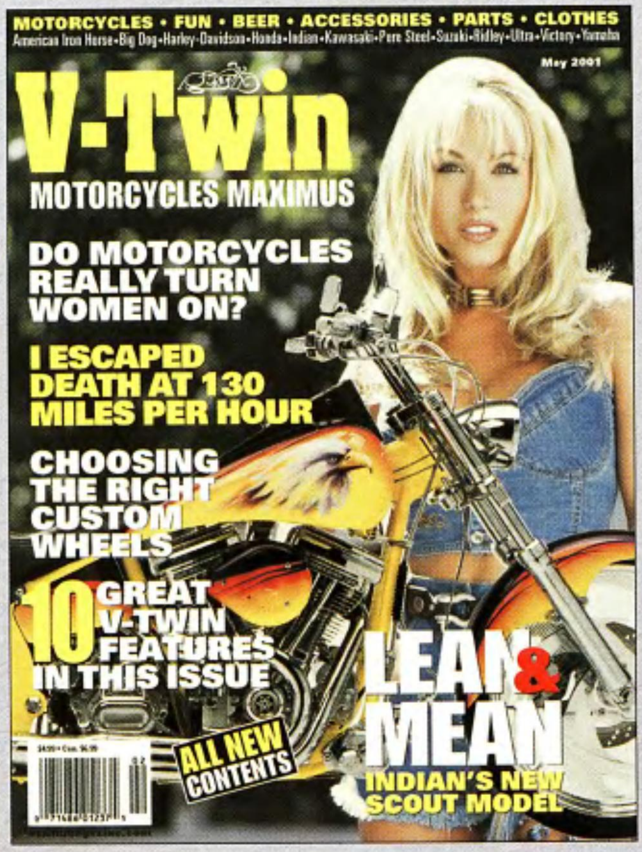


Announcing The Birth Of A New V-Twin

Last year *VQ* magazine (*V-Twin Quarterly*) expanded to take in metric cruisers and a wider range of two-wheeled products into the cruiser mix. The response has been overwhelming and we're proud to announce that beginning with the May issue (on sale April 3), *VQ* will merge with *V-Twin*, the family edition of *Easyriders,* to create an entirely new magazine for a whole new world of motorcycling, taking *VQ* from six to 12 times per year and renaming it *V-Twin*! The new *V-Twin* is a 148-page, monthly motorcycle magazine that will show off all the latest bikes, accessories, parts, clothing and more for the mainstream V-twin-lovin' cruiser market. In short, if it ain't in the new *V-Twin*, it probably doesn't exist. Each issue will feature *10* great bike features as well as events, hangouts, builders and guides to every aftermarket goody known to man. If *Easyriders* is the *Playboy* of the bikin' world, think of the new *V-Twin* as the *Maxim* of motorcycles.... Yeah, Motorcycles Maximus! That's it! If you've got a passion for all makes of V-twin motorcycles, make a date to detonate with the new *V-Twin*! Coming to a newsstand near you. *—Dave Nichols*

The longest 8 seconds of your life.

Move over Toughman boxing, there's a new way to prove you're nuts, I mean, prove your manhood. When we first heard of Biker Bull Riding, an event originated at the Four Corners Rally in Colorado in 1996, we thought, mechanical bulls, right? Wrong. So then we thought, they must be fairly tame and dehorned, right? Wrong. Maybe they're old bulls, past their prime, right? Wrong. These bulls are supplied by pro-rodeo livestock breeders and are the very same 1,500- to 2,000-pound, bred-for-aggression, brain-stomping, pelvis-crushin' monsters used on the professional bull-riding circuit.

Evel Knievel ain't got shit on these bros in the loose screw department. For bone-crushing biker fun, you just can't beat crazy-assed bikers getting crumpled into disoriented balls of flailing arms and legs, which are tossed around for a few seconds, then bounced off the ground for good measure, then are expected to get up and run (not into the bull, hopefully) to safety as the snot-flingin' beast tries to stomp them into next week.

For the skinny on bull riding, we talked to Tim "Cowboy" Craig, board member of the Four Corners Iron Horse Rally and ex pro-rodeo cowboy, himself.

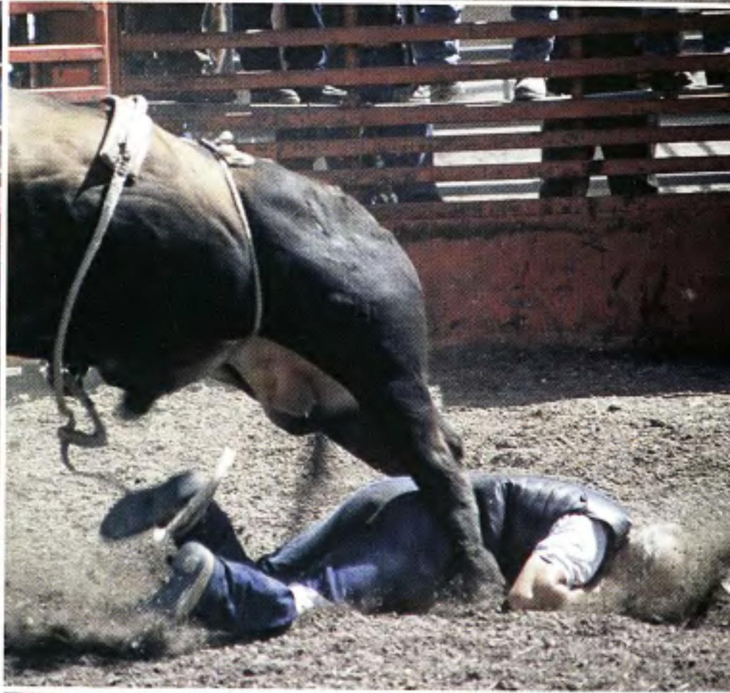
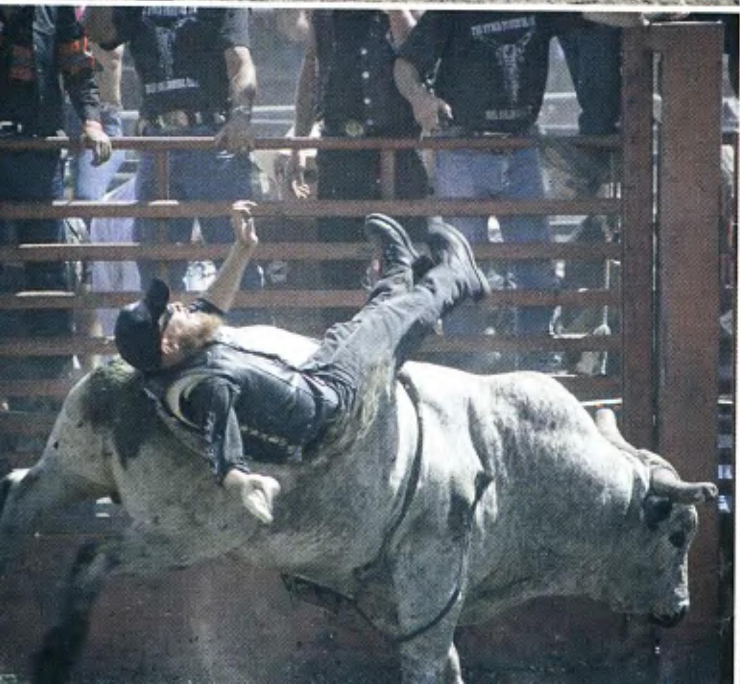
How do they handle the staggering liability issues? Well, after Tim gets done scaring the shit out of the potential riders with horrifying stories of disfigurement (we were surprised that any of them stick around to actually ride the bulls), they use an iron-clad waiver designed by The North American Rodeo Association. Tim tells everyone repeatedly this is very dangerous and if they have any reservations, they should not do it.

So what's up with the strap thing does it hurt the bull? "No way," Tim tells us. "These are very expensive animals, kinda like show horses. They're painstakingly bred to be jumpers. They get fed the best foods, see the best vets, and only work a couple of days each month. The strap is called a flank strap, it's a 3-inch-wide cotton strap with sheep's wool for padding. It doesn't hurt the animal in any way and is not attached to their genitals. The flank strap is just snugged against the bull's mid-section to give him something to buck against and develop a rhythm. Cowboys learn to work with the bulls' bucking rhythm, that's how they ride."

Are there any do's and don'ts of riding?

"Don't be overweight, you can be big or small, but not overweight; weight works against you. The short wiry guys usually do the best," Tim says.

Biker Bull Riding.

"It's a young man's sport, the average age of a pro bull rider is 18- to 30-years-old."

What's more dangerous, hooves or horns?

"Hooves by far. I've been hooked by horns a lot, but you usually just break a rib or get road rash. But when you get stomped on by those hooves, you get internal injuries."

Is there a technique involved other than, well, just hanging on?

"Sure, when the bull pushes up, you arch back and push away from him, so his head doesn't hit you in the face. When the bull goes down, you pull with him to stay on, and when he hits, you need to push away again…Hopefully."

Anything else?

"Gloves to protect your hands and rosin for extra grip. There is no knot, it's flat-braided rope, and each cowboy picks his hand hold spot and uses his own wrap technique."

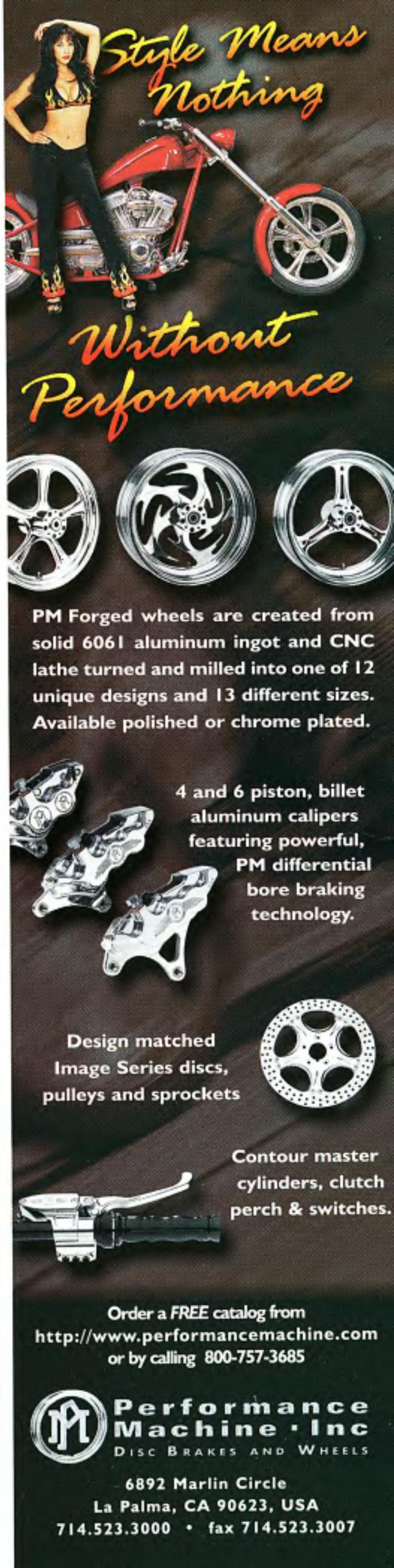
Over the last couple of years, some of the more dedicated bikers have been inspired enough to go to rodeo school. These are the guys who keep comin' back to win. And ache.

Surprisingly, nothing worse than a broken arm and some bruising has happened to date. Only once has a biker ever made the full eight-second time limit. He was a young guy whose tranny had gone south on him and he needed money to fix it and get home.

This is the adrenaline rush of a lifetime, it's a drug much like riding a motorcycle is. Most of these guys aren't even considering winning; for them just doing it and surviving is a rush.

—Stan Miles

Photos: Stan Miles



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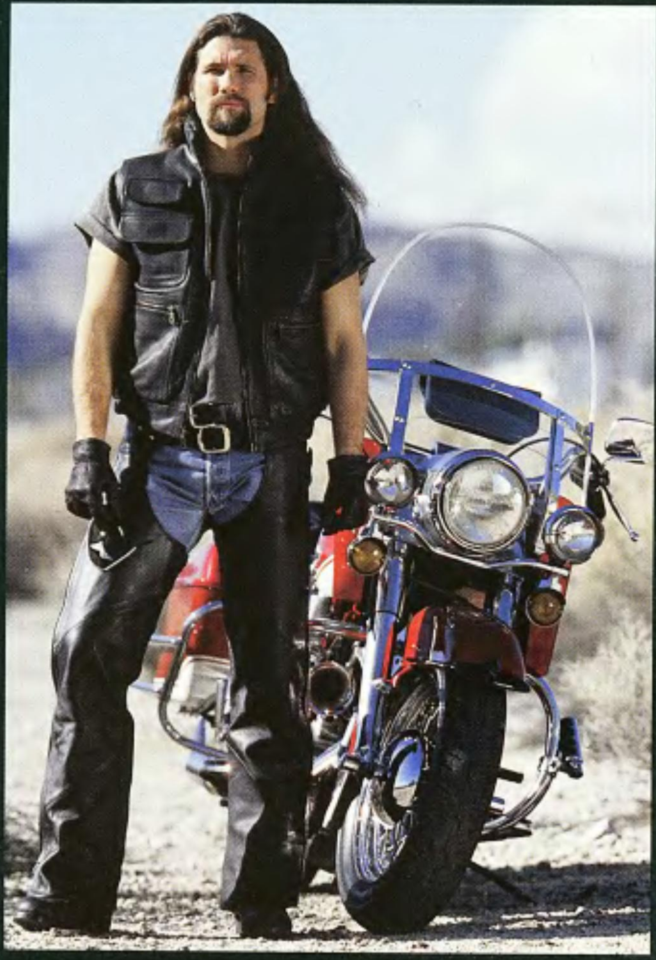

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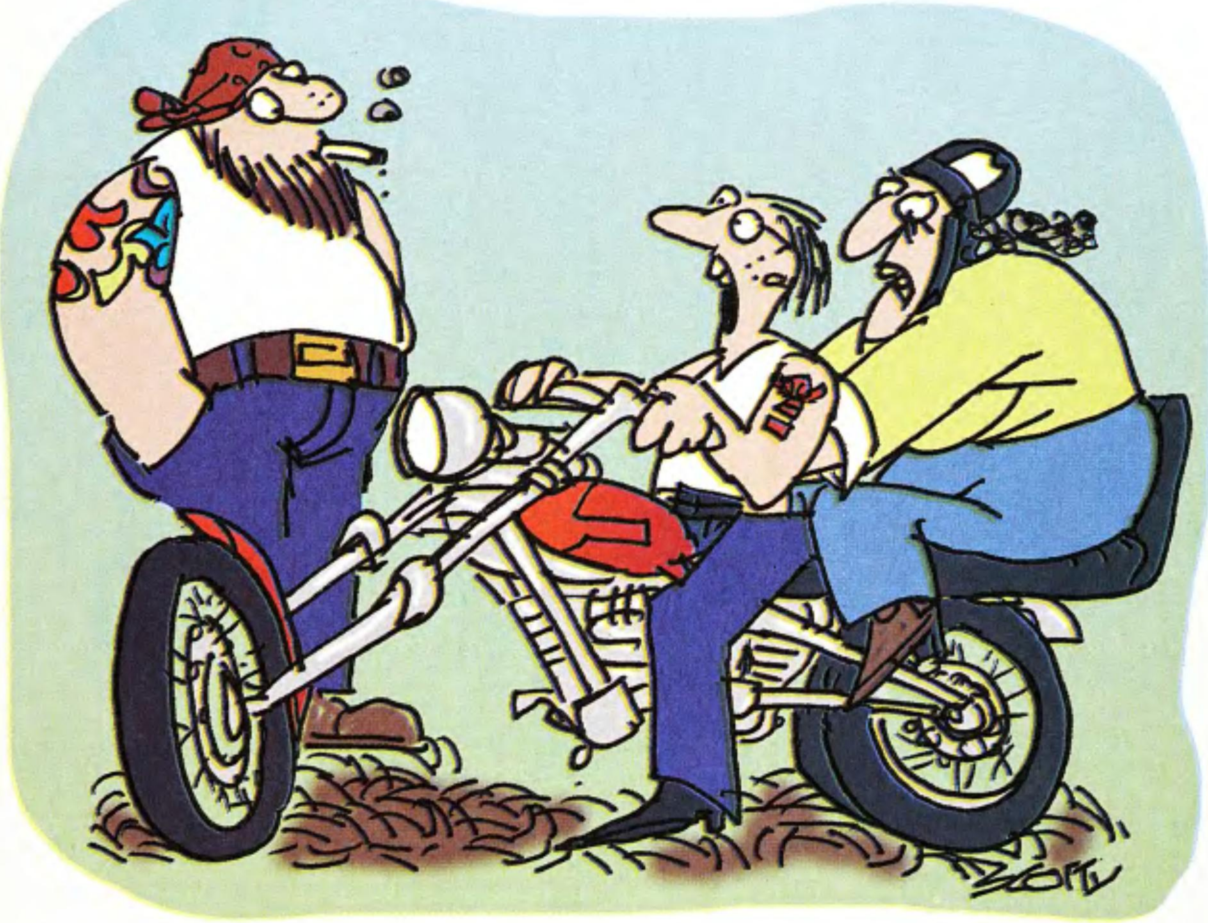

"I'm carrying an airbag in back—my mother-in-law."

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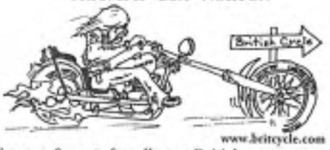

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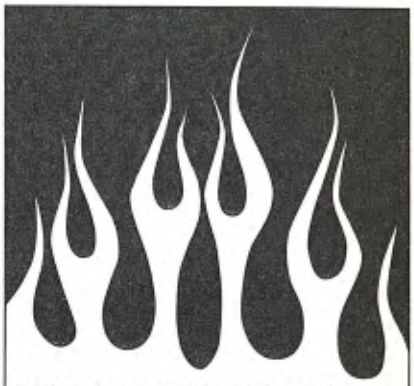

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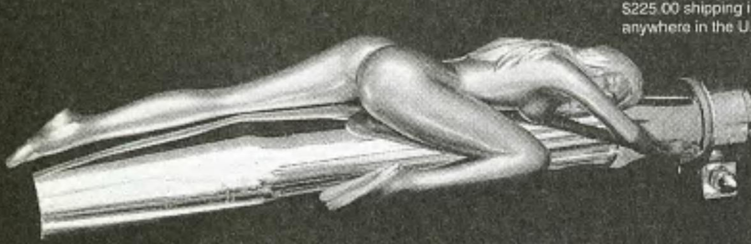

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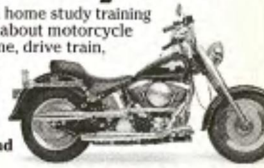

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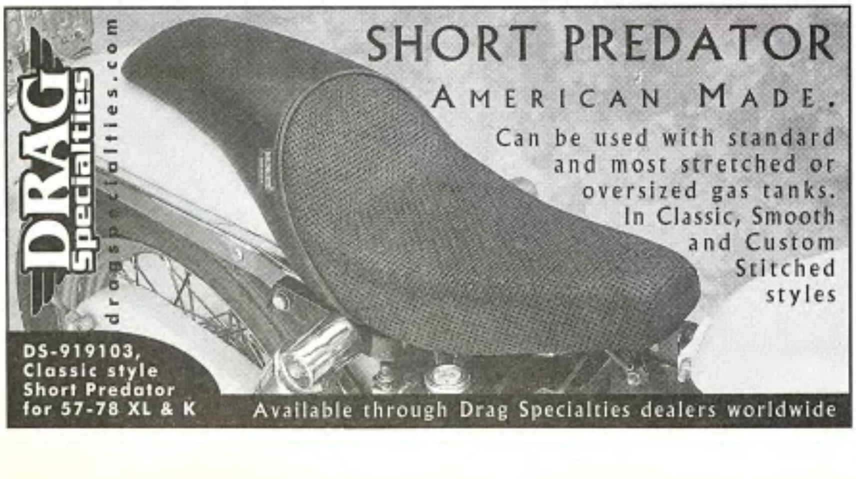

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In The Clutches of Power
Barnett's New Conversion Kit for Late-Model Big Twins

It sure didn't take the aftermarket long to catch up with the new generation of Harleys, and now that the Twin Cam 88A and B have been out and gained a respectable following, the custom and performance widgets have followed suit. Barnett is no stranger to innovation and high performance, and a quick breeze through the company's catalog will show you their biggest array yet of clutches, cables and accessories for Harleys and virtually all other types of motorcycles.

So what's new, what's the skinny? Well, the buzz is all about Barnett's diaphragm spring conversion kits for '98-up Big Twins. Have a look at the photos and you'll see why. Now, while many of you out there who ride diaphragm clutch bikes are perfectly happy with the engagement and performance of your clutches, Barnett realized that some performance enthusiasts were demanding more than the stock units would provide. What they have come up with is the kit you see here, and although it all looks pretty straightforward, the performance gains are significant.

The billet aluminum pressure plate is hard-anodized to mil-spec which means that the anodizing is harder and tougher than normal. Barnett also uses a steel insert for the clutch adjuster screw so you can be assured of proper thread strength in the toughest of performance conditions. And because grip is the key, there's even a set of heavy-duty "green" clutch springs included in the kit so that as your bike's performance increases, your clutch will be ready for it. According to the instruction sheet, the "gold" springs in this kit will handle up to 105 foot-pounds of torque with a 24-pound draw at the lever. The "green" springs jump the torque capability of the clutch up to 130 foot-pounds with a higher 42-pound draw at the lever. For comparison, the stock diaphragm spring is only good for 75 foot-pounds at the clutch, which is why it has such an easy 18-pound draw at the lever.

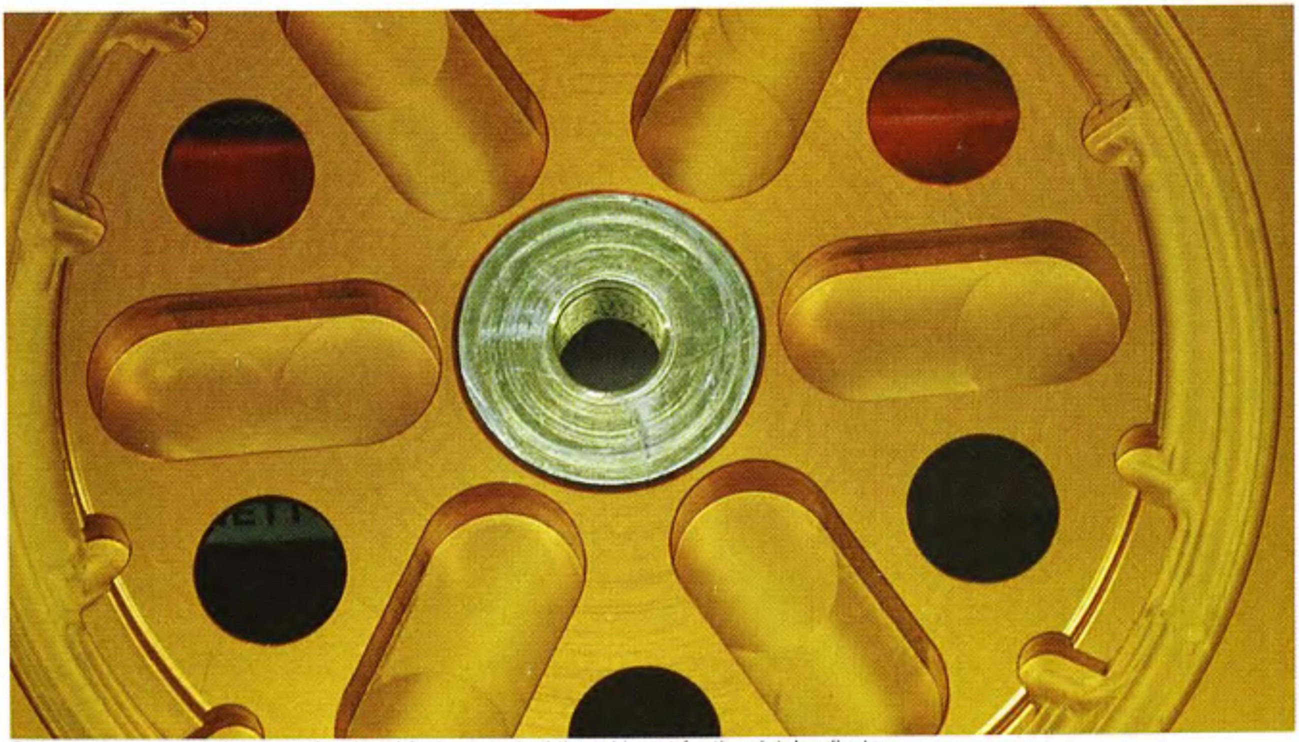
But aside from being able to take some pretty serious torque, the Barnett kit also promises more linear and more controllable clutch actuation. For hopped-up bikes, this is really crucial when a dragging clutch or weak spring can spell disaster for your clutch. As mentioned, this kit is available for '98 and up Big Twins, and installation is a straightforward bolt-on which requires no machining. In the next issue of this tome we will waltz you through an installation and back-to-back road test to let you know exactly how this kit improves clutch performance. Stay tuned.

—Wordman

Barnett clutch kit complete with new pressure plate and two sets of springs.

Sources

BARNETT TOOL & ENGINEERING
(562) 941-1284
www.barnettclutches.com


Billet pressure plate is hard-anodized and features a steel thread insert for the clutch adjuster.

Photos: Erik Falconer & manufacturer

From Stock to Stunning
Freshen Up Your Road Glide

There comes a time when, if you travel as much as we do, you realize that extra baggage is a good thing. I'm not talkin' the emotional type, I'm talkin' storage space. How many times do you start packing for a trip and realize that you've run out of room and lost the seat somewhere in all the luggage? You think, "I don't want to ride a bagger." Well, have you forgotten about Harley's Road Glide model? All the comforts of a large bike with bags, yet with all the styling of a more custom, sleek-looking model, and not the heavy feeling of a full dresser. After riding the Limited Edition Screamin' Eagle Road Glide to and from Laughlin last year, we gained a new respect for this versatile model.

The Limited Edition Road Glide is very limited (only a few per dealer) so we decided to take a regular Road Glide and

give it the *Easyriders* custom treatment. The idea was to use Harley's vast array of genuine parts and accessories, boost the horses with some Screamin' Eagle goodies and give the bike a facelift with some custom paint. We sat down with Paul James, communications manager for Harley, and Gene Thompson, Harley's Fleet Center manager on the West Coast. Gene and his son Gene Jr. bring years of racing and customizing experience to the table and Paul brings all the toys.

First, we started with the engine. Harley's new Twin Cam has more power than the cubic-inch measurement would lead you to believe. Quite frankly, there isn't too much more you need to do with it. But, if you're like us, that answer just isn't good enough. So as not to rip up the entire engine, we went with the Screamin' Eagle Stage II Big-Bore Performance Kit for Fuel-Injected 88 models. The kit boosts your engine size to 95 inches, and throws down 93-foot-pounds of torque at the rear wheel. If you install this kit, also add the cam sprocket to ensure the increased performance. A set of Screamin' Eagle performance mufflers (and only because we reside in Safety-Nazi Kalifornia) with the Howitzer tips were added and completed the performance package. Like we said, there really is not that much that needs to be done to the new 88s.

So the engine was beefed up, but what do we do now? Put the stock stuff back on? Hell no! We chose to dress up the obvious and dress down the not so obvious with Genuine Harley parts. The floorboards, brake pedal and shifter pegs all got the chrome and rubber upgrades. We chose the turn signals off the Softail Deuce model to replace the stock Road Glide signals. Also, the mirrors were switched to 2000 FX mirrors. The smaller black windshield replaced the stock one, and we decided *not* to chrome all the controls, levers, and covers on the

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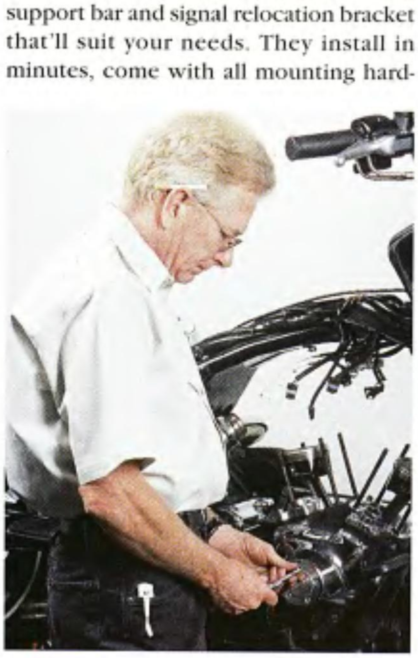
inner fairing. In all cases the switched parts fit perfectly, are smaller, and provide a perfect custom look thanks to H-D. The mirrors are black and blend well with the fairing. Soon the handlebars will be removed and powdercoated black as well.

We liked the Harley's stock cobalt blue paint (It's blue not purple. Purple has more violet in it!), however, you can't customize a scoot without a little special paint, right? We sent everything over to Master Painter Al Martinez, in Orange, Calif. Al applied a House of Kolor Lake Violet pearl base with a Harlequin green to purple, ghost flame PPG paint job. This left one problem: A custom paint job on the bike and stock signals just didn't cut it. So, we turned to Dave Walsh and Bill Crow in Ventura County, Calif. Dave stamped out the stainless and Bill fabricated a set of LEDs that fit into the fender struts and covers the space between the bags and the rear fender. You'll need a load equalizer if you install LEDs. Badlands makes a good one and it installs, literally, in seconds. No stripping wires ... piece of cake.

This, however, left some funny looking holes in the rear fender. We should have seen that coming, but when you're sittin' around, havin' a coldie, things get overlooked. Fear not, Drag Specialties to the rescue! Drag and Don Hotop have designed a license plate mount that attaches to the holes left by removing the stock signals, fits under the brake light, and also covers the wiring holes…problem solved. Now that you look at it, those front crash bars and Deuce lights don't really match. Drag Specialties saved us again.

Ya see, you just can't rip off the crash bars and remount the signals. The fairing would vibrate so bad, it would probably rip apart after 50 miles at speed. Drag (again with Hotop) has designed a fairing support bar and signal relocation bracket that'll suit your needs. They install in minutes, come with all mounting hardware, and the combination really cleans up the entire front end of the motorcycle. We added a detachable sissybar (easier to get chicks to ride with ya), which meant we needed the front and rear docking hardware. This makes it possible to attach the detachable sissy bar. If you want a permanent attachment, there is other hardware available.



We then noticed you could no longer mount the radio antenna because of the new rear signals. Taking the antenna bracket, we had Kurt Morrow, from The Shop in Ventura, Calif., cut it down, make a more concise bend in the bracket to fit around the railing, and drilled through the railing and bracket. By attaching it directly to the railing, there was enough cable to make the fit without too many headaches. Since the stock antenna now looked like an ancient flogging device, we replaced it with a cool little rubber one, available at most car parts store. It won't give you the distance range, but works great on the short trips. Hell, they're interchangeable anyway.

So there you have it, we took a Road Glide with over 10,000 miles on it, refreshed the motor, painted it, and turned mostly to Harley for all the trimmings. And you now have yourself a new custom Road Glide ready to ride and impress people everywhere, *Easyriders*-style.

— *Oil Can*

Do It Yourself

Here's a list of the parts, part numbers and their prices, so you can do this yourself if you feel so inclined. We also want to thank Paul James and Gene Thomason (Sr. and Jr.) of Harley-Davidson, Al Martinez Jr., Kurt Morrow, Bill Crow and Dave Walsh for all their help.

Harley-Davidson

Black Low ProfileWindshield	57957-98	$99.95
Front Floorboard	50176-95	$89.95
Rear Floorboard	50177-95	$79.95
Brake pedal	42476-95	$29.95
Front Thunderstar Rotor	(x2)44482-99	$149.95
Rear Thunderstar Rotor	44484-99	$149.95
Detachable Back Rest Short	52933-97	$149.95
Shifter peg	(x2)34608-95	$25.90
Front Tire	43022-91A	$125.00
Rear Tire	43102-91B	$125.00
Front Laced Wheel	43403-87A	$342.00
Rear Laced Wheel	41010-86A	$342.00
FX Mirror Right Black	91982-98	$21.50
FX Mirror Left Black	91983-98	$21.50
Deuce Signals (Includes all 4)	68005-99	$119.95
Screamin' Eagle Big Bore Kit	29492-99A	$899.95
Screamin' Eagle Cam Sprocket	25446-99	$149.95
Screamin' Eagle Perf. Mufflers	65115-98	$299.95
Front Docking Hardware	53104-97A	$11.95
Rear Docking Hardware	53450-97	$27.95

Drag Specialties

Drag-Hotop License Plate Mount DS	270110	$114.95
Drag-Hotop Fairing SupportDS	190029	$72.95
Drag-Hotop Relocation BracketDS	190035	$19.95

TOTAL .... **$ 3,470.10**

Sources

HARLEY-DAVIDSON MOTORCYCLE COMPANY, INC.
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1011 Barkley Avenue
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Photos: Markus Cuff

Rocker Cover Guide
Let Your Engine Stand Further Out With Show-Stopping Covers

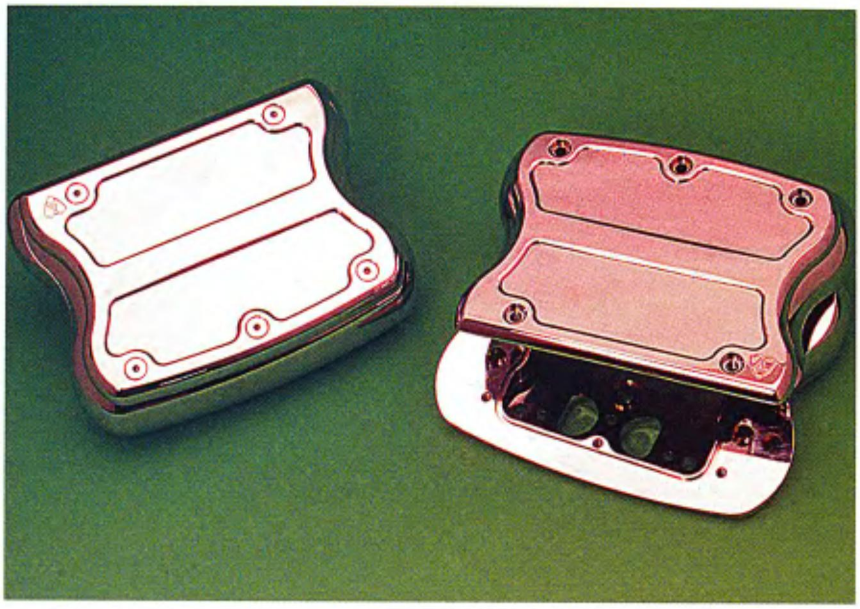
Most American V-twin engines come off the assembly line sporting a set of brushed, polished or chromed aluminum alloy rocker boxes. The only problem is that these motors tend to all look alike, no matter how much you try your best to dress them up with points covers and other small shiny geegaws.

So if you need your engine to stand further out, you may consider switching these rocker boxes for a set of show-stopping billet pieces, or get that nostalgic feel with a pair of vintage-looking covers. Keep in mind that rocker boxes are much more than a cosmetic cover for the top of your engine, since they also provide support for your valve train. This means that; as they say: "some assembly is required."

If you're not up to the task of pulling the valve train out of the mill just to change the rocker boxes, you can always dress up your existing parts with some bolt-on or stick-on trim that's also available.

We looked around for some cool designs and smart ideas in the field of rocker boxes, and here's what we came up with. We hope the following guide will inspire you to get your ride rockin'.

—Lafayette



Arlen Ness (above)

These drop-dead gorgeous, lip-smacking babies are the newest Ness-Tech billet rocker boxes from Arlen Ness. They've been designed to embellish Harley-Davidson's Twin Cam engines, and they feature a curvaceous radius design that adds elegant style to your Twin Cam. The billet aluminum housings accept OEM rocker arm support assemblies, and use Viton O-rings for superior sealing. They're available in chrome or polished finish and include all the necessary chrome hardware.

Arlen Ness, 16520 East 14th St., San Leandro, CA 94578 • (510) 276-3395 • www.arlenness.com

Perewitz (below)

Biker's Choice carries scores of trick-looking rocker boxes in their extensive accessory catalog, but these Perewitz —The Look— boxes will give your engine the slick-as-snot style that can only be found on the most outrageous show bikes at topnotch shows.

These fine Perewitz rocker boxes will replace the original ones on 1984 to 1999 Evolution Big Twins. Check 'em out.

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Paughco also offers traditional smooth covers in steel and aluminum replacement reinforcement plates and slotted or Allen-head screw sets. The finned covers can be ordered by calling (775) 246-0372, or you can catch Paughco on the Web at www.paughco.com.

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Pro-One

Manufactured by Pro-One and available exclusively from Pro-One dealers, these sanitary Millennium Rocker Box Covers are precision machined from solid blocks of billet for a perfect fit, polished to a flawless finish and then show chrome plated. The two-piece Pro-One covers utilize the stock base plates and fit all Big Twin Evo engines from 1984.

Offered with either a smooth or ball-milled finish, these exotic covers retail for $569.95 a pair. For complete details and the location of the Pro-One dealer nearest you call: (800) 884-4173. On the Web go to : www.pro-one.com

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Rev Tech (opposite page and right)

RevTech offers smooth rocker boxes for Evolution Big Twins and Sportsters. They are precision aluminum castings and will enhance the look of any Evo motor. These custom covers have elegant rounded contours rather than the boxy look of stock rocker boxes.

The RevTech smooth rocker boxes are engineered to exactly duplicate the function of stock pieces, which include breather passages with umbrella valves for late-model bikes with crankcase breathers in the heads. The boxes also accept stock or aftermarket rocker arms and rocker shafts, and each kit includes front and rear rocker boxes, hardware, and all the gaskets you will need to complete the installation.

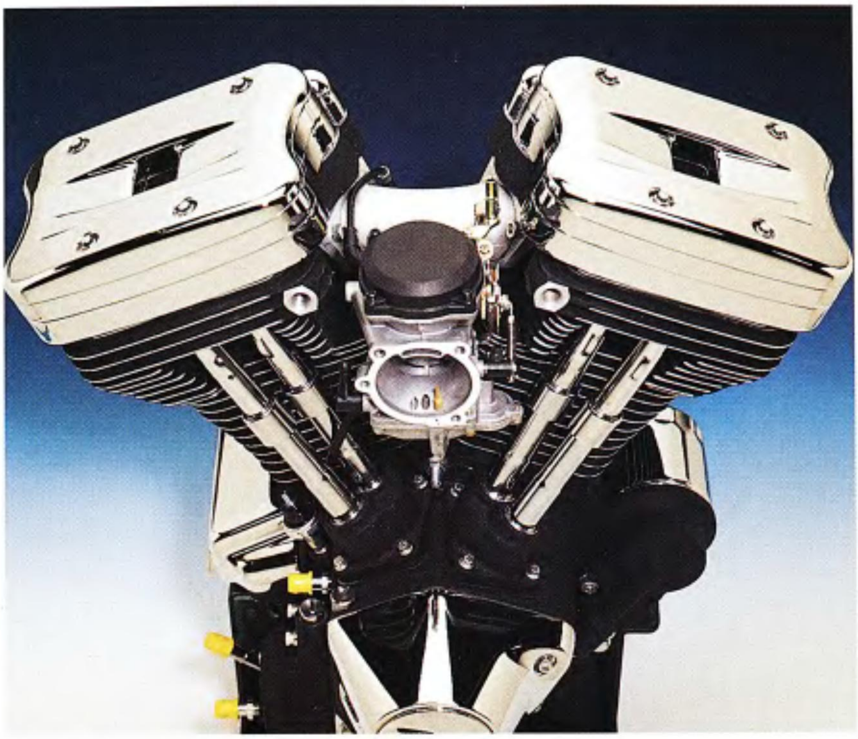
Make sure you provide the model year when ordering these boxes. They retail for around $295 a pair. Look 'em over.

RevTech also offers several rocker box end covers for Evolution Big Twins. The simple installation requires no disassembly because the covers install over the original rocker boxes. They feature die-cast construction and show-quality chrome plating. Covers come complete with mounting hardware and instructions.

These covers are available in four dramatic designs for all Evolution Big Twins, for years 1984 through 1999 inclusive.

The panhead-style Rocker Box End Covers retail for $85 a pair, while the Mirage covers go for $60 a pair, and the Inferno covers will also set you back only $60 a pair.

Custom Chrome, 16100 Jacquelin Ct., Morgan Hill, CA. 95037 • (408) 778-0500 • www.customchrome.com



Sputhe (below)

Sputhe Engineering now offers billet rocker boxes and covers for Evolution Big Twins and Sportsters, CNC machined from 6061-T6 billet aluminum and show polished.

An angled parting line and easy-access, counter-sunk hold-down screws make for easier-than-stock, in frame removal. One neoprene O-ring replaces the original three leak-prone gaskets.

Sputhe rocker boxes are also much more rigid than the stock units. Their standard version is a direct replacement, which uses their stock-type rocker spindles.

These rockers boxes go for $598.95 for '84-to-'92 Evo Big Twins, and $698.95 for '92-to-'99 Evo Big Twins. Give it an eye.

Sputhe Engineering, 11185 Lime Kiln Rd., Grass Valley, CA 95949 • (530) 268-0887

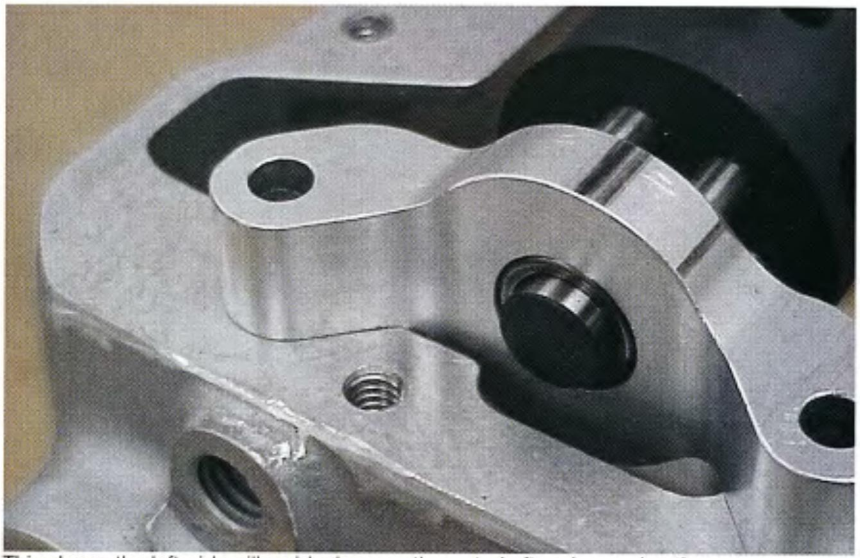
Rock 'n' Roller
Adding Baker Shifting to a Sputhe 5-in-4

As if you didn't have enough choices for transmission configurations, here's one more for ya, and it's one worth considering. See, the folks at Baker Drivetrain have engineered a 5-speed version of their trick roller-detent shift drum originally developed for their kickass six-speed boxes. They even have a direct replacement drum, which is designed around the factory piece, but their roller-detent design is what gives Baker trannys such a smooth, effortless shift.

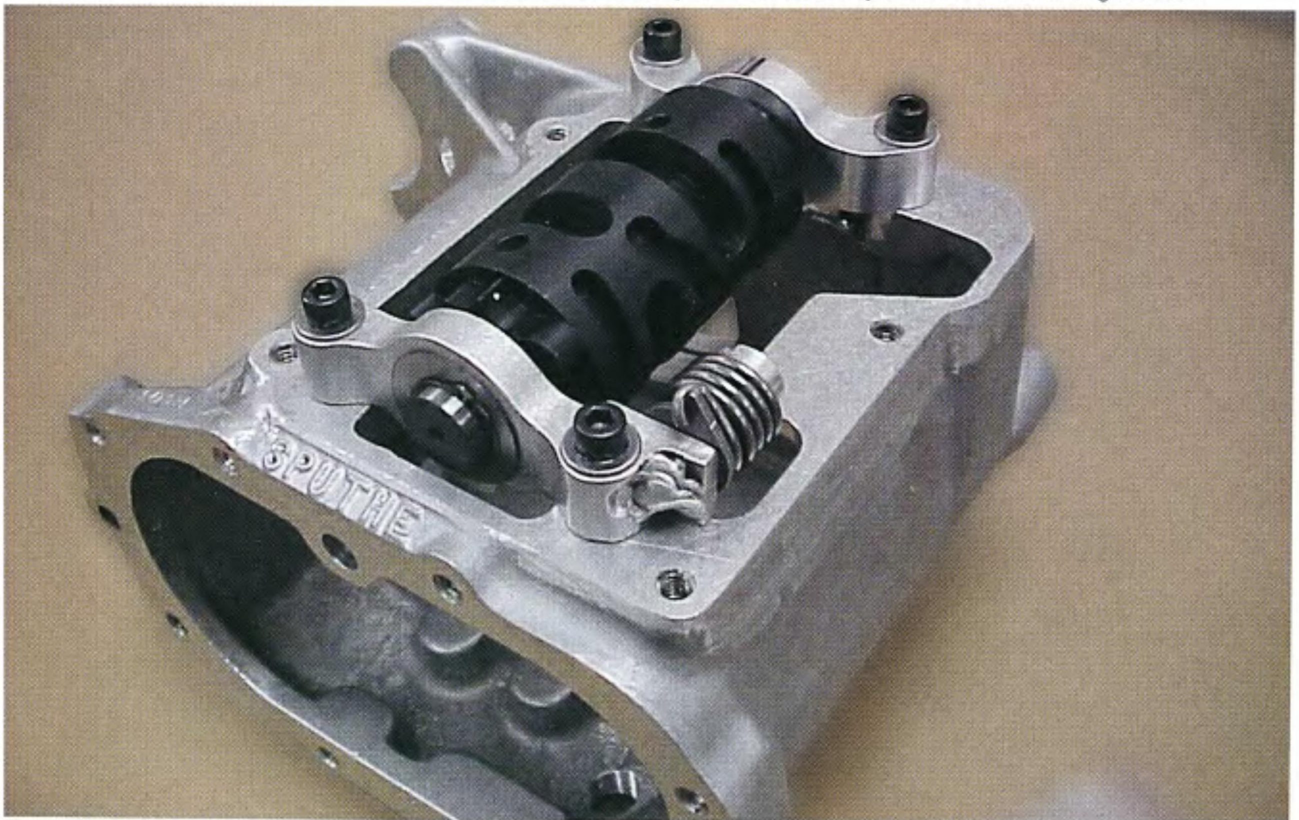
And since this is a Builder's Tip, here's an even more esoteric application for this cool bit from Baker. You'll remember several years back when Sputhe was the first company to develop and sell the popular 5-in-4 tranny that allowed 4-speed bikes to be upgraded to the benefits of a five-speed transmission. Well, there are some slight design differences in the Sputhe case and a standard Softail 5-speed case that make modifications necessary to slip the Baker shift drum into a Sputhe 5-in-4 case.

The mods are pretty basic and can be done with a hand grinder or on a milling machine (see your local machine shop). You'll notice the differences in the two cases, as mentioned above, in the first photo. Following is a second comparison photo showing the modified areas of the case (arrows). All of the modifications center around the transmission's lid area, which are necessary because of the slightly different configuration of the Baker roller-detent shift drum.

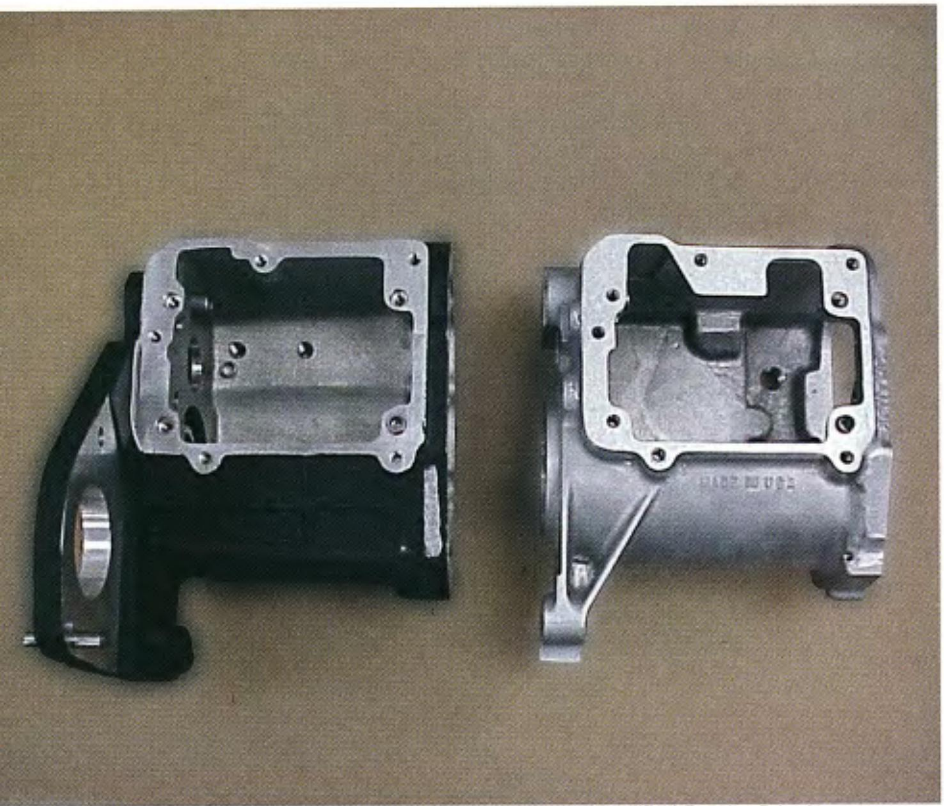
On the right side of Sputhe' tran's case, you'll see that the one modification allows necessary clearance between the roller-detent arm and the trans case (go back to the



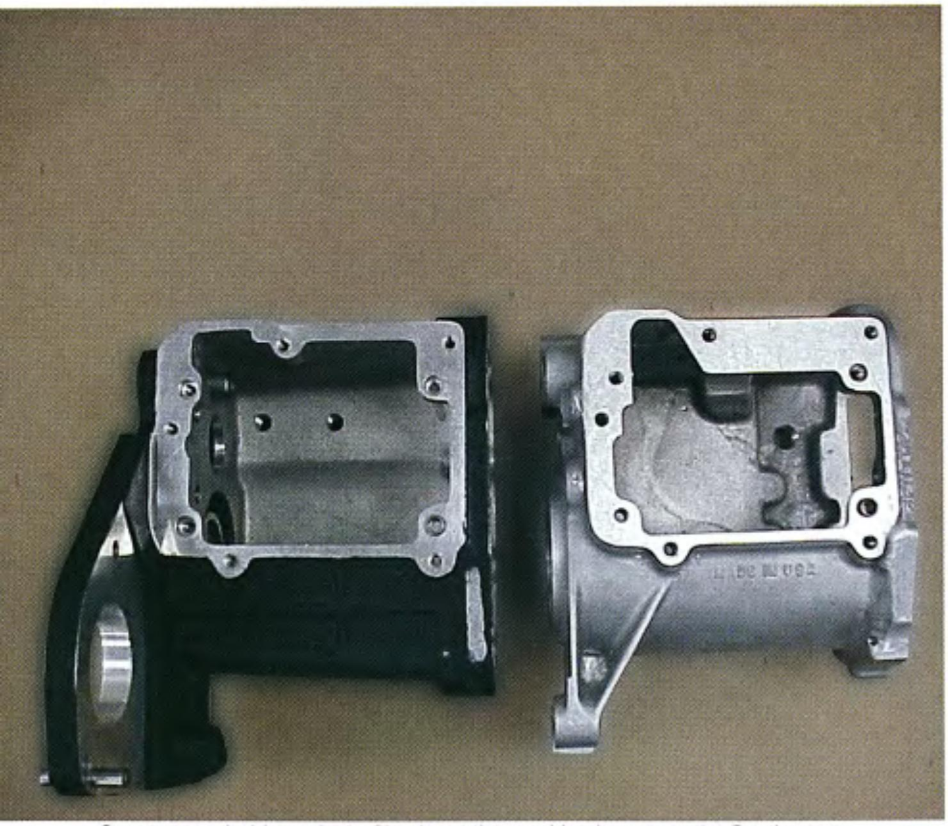
This shows the left-side pillow block correctly seated after clearancing the case.



The shifter's roller-detent arm now has room to fit in the case.



At left, a late-model Softail tranny case, at right an unmodified Sputhe 5-in-4 case.



Same cases, bold new look. Check out the machined areas on the Sputhe case.

first two photos to see why this is not necessary on a 5-speed Softail case). The arm on Baker's shift drum assembly actually sits below the trans lid surface and will not install on a Sputhe case without this mod, but it's an easy fix. On the left case side, the billet pillow block barely touches the case, and a small relief made with a grinder or an end mill allows it to slip into place.

Total time for the modifications should take no more than 20 minutes with a grinder, and about the same on the milling machine if you add in the set up time. The benefits of Baker's roller-detent shift drum make these mods very worthwhile for bikes running the Sputhe 5-in-4 tranny cases. Again, this isn't necessary when using Softail 5-speed cases.

—Wordman

Sources

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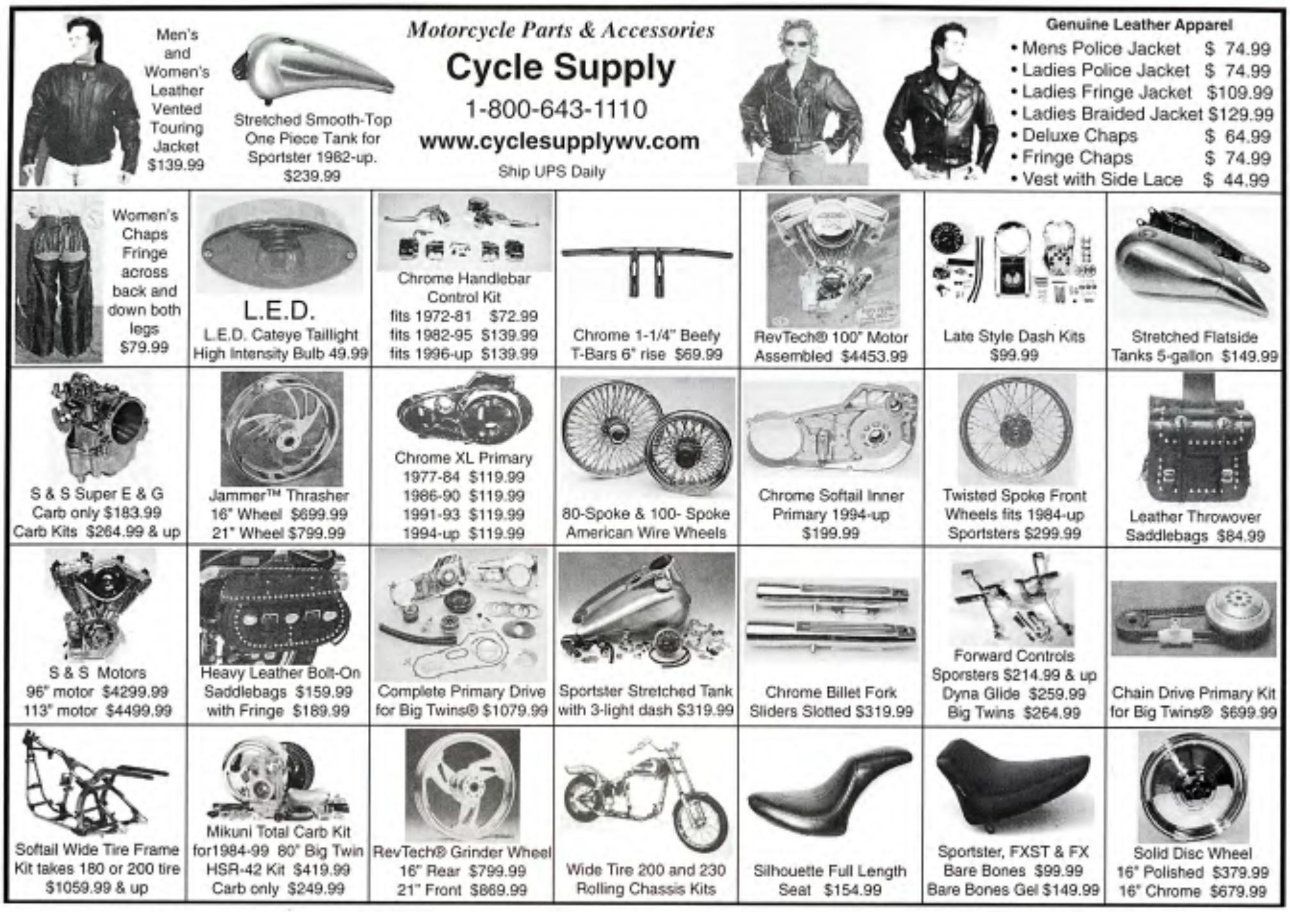
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Tom Arnold
Hays, Kansas
1989 Heritage Softail

I have to come right out and tell you that I don't like seeing riding celebrities in this rag. Just because somebody's a celebrity, and in this case, a minor one at best, doesn't mean they should besmirch our pages with their dribble and drool. Granted, it'd be one thing to have someone like, say, Mel Gibson or Sharon Stone cruisin' through these pages on some radical custom choppers, then we might even sell a few issues. But Tom Arnold? For cryin' out loud, the only time the guy was funny was when he had Roseanne sitting on his face.

Oh, wait! A different Tom Arnold? Sorry everyone. Yo, Tom, what's up, bro? And how's ol' Dorothy? Mighty fine-lookin' Heritage you got there. I've always admired a guy who could resist change; keep his ride basically stock throughout the years. No, really! Seems Tom's a roofing contractor in Kansas, and as roofers go, he likes to think that even a tornado can't fuck up his handiwork. Why would it surprise anyone that Tom's bike follows the same principle? Solid work is the motto here, and oftentimes, factory-stock is as solid as it gets. "This thing fell off the previous owner's pickup truck," Tom relates, "so he ordered some new sheet metal from Harley-Davidson, and they sent him the red-and-tan paint job with that old-style Harley emblem. The bike's a real head-turner. The only thing I've changed is, I added some BUB's pipes, a nacelle, and a wide set of Carlini handlebars. And I've been chroming the hell out of it."

Photos: owner

And that's it? "Well, there's also saddlebags, a sissybar and a pad for the ol' lady."

Tom's had the Heritage for the past six years and has been turning heads throughout Kansas. "Wherever I go, people just stop and stare," he says. But he aims to broaden his horizon soon. "I'm definitely gonna take this bike to Sturgis," he promises. Now that's funny, Tom. —*Tripper*

Photos: owner

Bill Johnson
Cantrall, Illinois
1985 FLHT

Bill, or Sweet William as he's called for reasons we don't really wanna get into here, got talked into sending us these pictures by "a brother of mine named Bernie from Florida." Just because we featured some of Bernie's bikes, he figured we'd run his as well.

Well, he's right, because it turns out that Bernie apparently has ties to the Yiddish Mafia and none of us here at the rag wanna take the chance of becoming the victims of an apparent drive-by circumcision. So you lucked out, Sweet William. But why don't I step quietly out of the way and let Bill tell you all about his pride and joy: "This bike started out as a red 1985 FLHT that I bought new. It's been all over the country and had 100,000 miles on it when I took it down for a new look in 1997. It was running as good as any bike I've ever had in my 40 years of riding. I always wanted to have one with my own custom look, and now I do. It's not just for show, because it will go down the road.

"It's got a pearl white and pearl black custom paint job, while the frame is powdercoated with a marbled look that matches the rest of the bike's paint scheme. Looks like diamonds in the sun. I'm runnin' Pro-One Tri-Master wheels, a Carl's Speed Shop carb, 10:1 pistons, Andrews gears, 89-inch S&S stroker kit, pan rocker box covers and a split gas tank from Xzotic, Corbin mirrors and solo seat, a Road King front end, a buddy seat/pad, Big Bertha bags, SuperTrapp pipes, chrome rotors, braided lines ..."

Unfortunately for all of us, I have to cut Bill off at this point, as we're running out of space. And thus, with foreskins still safely attached, we all get to ride off into the sunset once more. *—Tripper*

Glen Mikolajczyk
Caledonia, Wisconsin
2000 Rubbertail

Photos: owner

I always have a great deal of empathy for folks like Glen What's-his-name. That is to say, I know what he and his kind are going through, because I, too, suffer from an unpronounceable last name. It's a handicap of truly unimaginable dimensions. Glen knows this, which is why he took to calling his business GM Masonry, Inc. Clever, ain't it? What's also very clever, and not at all unpronounceable, is the way Glen has put his ride together. Glen has built this rocket from the ground up, something a good mason knows all about.

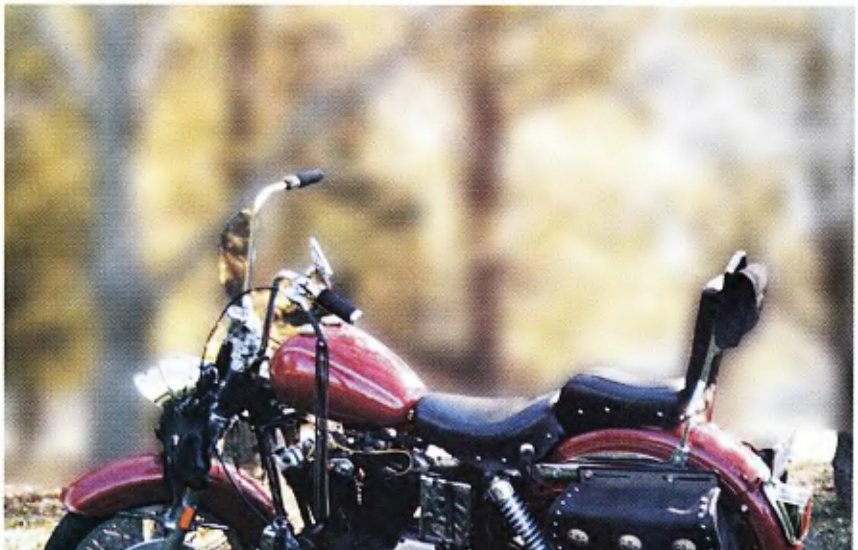
"This is the first bike I've ever built from scratch," he says, adding that he's been building bikes, "just for something to do," for the past two or three years. I guess there ain't much masonry (or anything else) happening in Wisconsin, during the winter. But back to the sled: It's got a 113-inch S&S stroker motor, which has been powdercoated purple, a side-draft Weber, a D&D aluminum tank, Performance Machine rims, Spike front end and ignition, and lots of little hand-made goodies like the special frame brackets Glen had to use to fit it all in.

"They call a lot of this stuff 'bolt-on' stuff," he explains, "but hardly anything bolts right on. We had to fit and modify most of it by hand."

This is followed by his disclaimer, "I'm not a mechanic, nor do I claim to be one. I just chose and fit the components and assembled the whole thing." In fact, because everything was purely of the "bolt-on" variety, it took Glen six months before he was finished, or just about the duration of an average cold Wisconsin winter. And that includes the groovy paint job by Big Daddy Vilger.

So, in conclusion you might say that regardless of how you pronounce this bullet on two wheels, the spelling is the same wherever you happen to run across it: T-o-n-s-o-f-u-n. —*Tripper*

Rick Doust
Randall, Minnesota
1975 Sportster 1000



Photos: owner

About his Sporty, Rick has this to say: "I picked it up after seeing it at a Honda dealer in Brainerd, Minnesota, [home of the giant Paul Bunyan statue]. I felt sorry for it, since some idiot tried to make it look like a Ninja, and, after failing, traded it for one." So Rick bought it, and this is where the plot slowly unfolds. "I rode it home but only made it halfway. I blew the tranny about 15 miles west of Brainerd." No worries, he made it home. "After having it fixed, I threw all the ugly Jap crap away and started over.

"The motor was completely redone, I kept the stock cases and went with an S&S stroker kit, rods and .30-over pistons. That brought it up to 74 cubic inches." Rick also added an S&S Super G and 1 3/4-inch drag pipes. Friends got involved: there was his good buddy, Doug Ballou, doing the paint job, while another bro, Al Kruger, took care of the leather work. But most importantly, Rick's family not only supported him emotionally, but with a hands-on approach. "I have to give a lot of credit to my wife, Kim, and my three daughters, Angie, Amy, and Amanda. They worked side by side with me, from start to finish," he says.

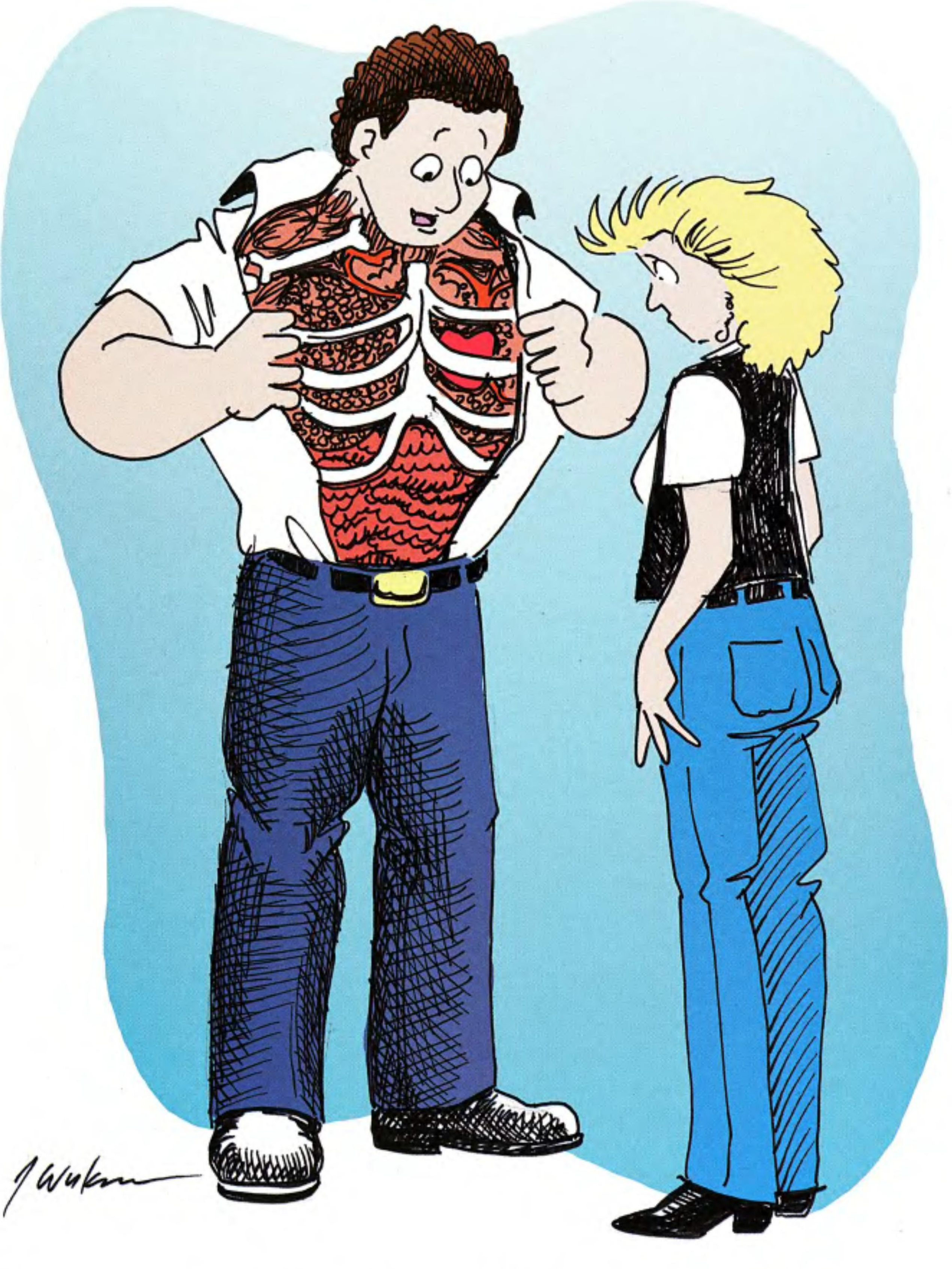
"There's a lot of pride that went into this bike, because this is our first Harley, and we built it ourselves. It's important to spend time with your family, just like it's important to have time for yourself. This Sportster allowed us to do both."

Damn, dude, I might cry.

Hey, and by the way, Rick, if you're looking for a good line for a future tombstone (not now, but you know, somewhere down the road), how about something like: *"Here lies Rick. He was just Doust in the wind"?*

Just a suggestion. And no, you don't have to pay royalties, either.

—Tripper



"My tattoo artist is also a well-known medical illustrator."

Indian

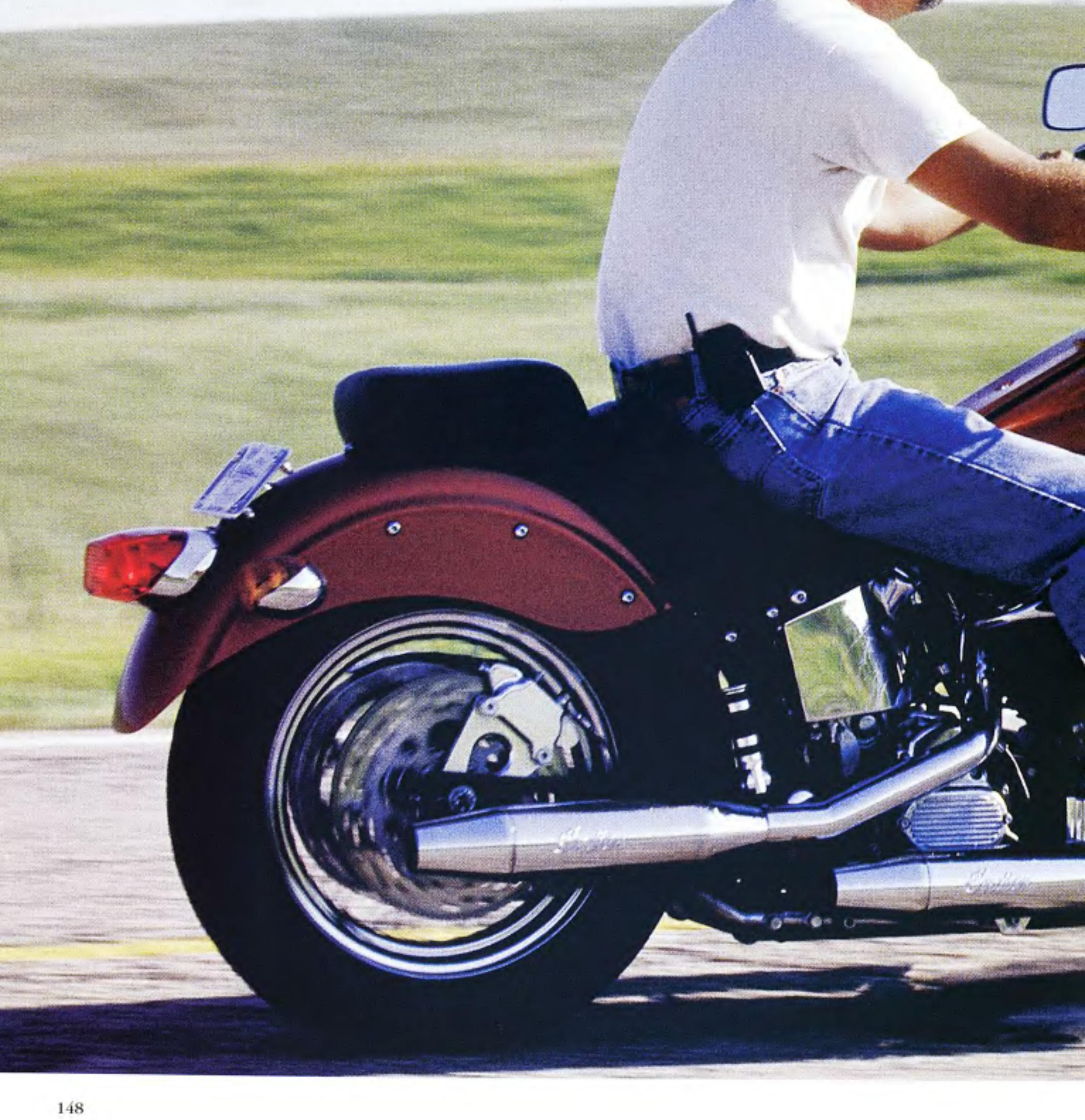
The 2001 Scout

I've always said that we have the best jobs in the universe. Where else can you ride a new motorcycle every other week (that doesn't belong to you) and escort beautiful women out on the town (which don't belong to you either, and you don't have to answer to)? Nowhere. Such is the case with this month's road test. While in Sturgis this year, we stumbled, literally, across Indian Motorcycle Company and convinced them to offer up a sacrifice to placate the motorcycle gods. They gave us $50 and told us to leave them alone. So, we took that and their new Scout model and rode off.

We didn't get too far, however, as the "official Indian representative" caught up to us and practically begged us to take him along.

Hell, I know what it's like to sit at a booth for 12 to 13 hours a day and listen to people, plus holding a hangover didn't help much, so off we went to put this new Scout through the grinder. The Scout was a definite change from the Ultra Classic I rode to Sturgis—duh. I was anticipating having to get used to the "wide-bar" feeling of the Chief and trying to settle into the way you need to lean and turn, however, there would be none of that.

The Scout utilizes a bar setup that isn't as wide as the Chief. It also has a bigger engine than the Chief. It wasn't long before I had left the factory rep in the dirt as we headed into the hills, with me way ahead and the rep trying to figure out why the bagger kept dragging the pipes into the turns. The Scout with its larger engine, shorter bars, and footpegs instead of footboards, is Indian's "sportbike," so to speak.



Indian

Photos: Pam Proctor

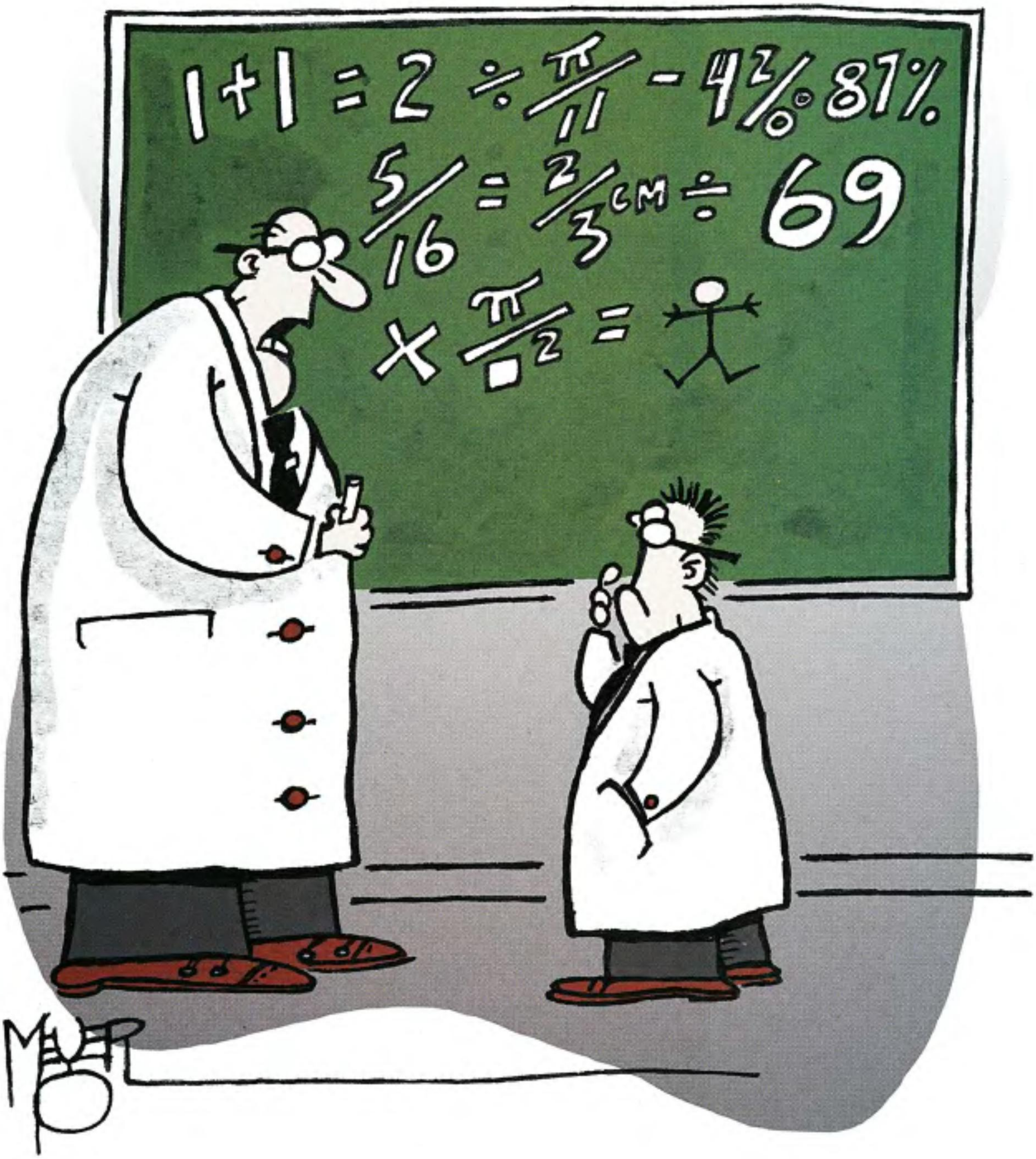
The fenders are not as wide and elongated as on the Chief, and although the Scout appears to have the same seat height, it definitely feels lower to the ground.

As we were riding through the Black Hills, we found a dirt road leading up to a real rustic-looking farmhouse. This was the perfect place to relax, check out the bike, and let our favorite female photog, Pam Proctor, take the pictures. When stock, the Scout utilizes an 88-cubic-inch S&S Super Stock engine, however, this one was sporting a 107-inch motor. Yes, I said S&S, and yes, Indian is working on its own engine and transmission. Get over it. Indian currently manufactures its own frames and this one sits about 5 to 6 inches above the ground with a seat height of just 26.5 inches. The staggered dual exhaust will scrape if ya lean it hard enough but not enough to scare ya. The bike has plenty of stopping power with four-piston calipers front and rear. Indian currently runs a 130-series rear tire, but the consensus is that they should move to a 140-series for both handling and appearance. I've got a feeling I know exactly what they are going to do with our suggestions.

When you go to a big event like Sturgis, it's worth looking for bike companies like Indian to check out these bikes for yourself. Indian is one of the few companies that will take you out on a test ride. Yes, you have to ride with helmets, and yes, you have to ride in a group with a rep in front and behind you. However, think about this: They were at the event a few days before you got there and have already picked out the roads to ride that'll give you the full experience without getting new riders hurt … or more importantly, get their bikes messed up!

For more information on the Indian Motorcycle Company call (800) 350-7902 or you can find 'em on the World Weird Web at: www.indianmotorcycle.com.

—Oil Can



"Well, son, that's everything you need to know about sex!"

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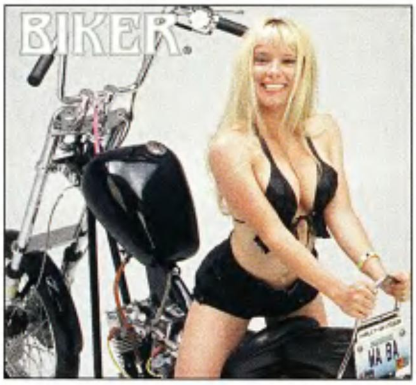
ComingAtYa

The March 2001 issue of *Easyriders* (#333) is packed in spring water to seal in the tantalizing flavor. Besides killer coverage from Biketoberfest (the first major lid-less run in Florida), we'll ride to Spain for a sun-drenched run and also hit the Big Apple to reveal the real inspiration for the film *Coyote Ugly*; a biker bar called Hogs and Heifers.

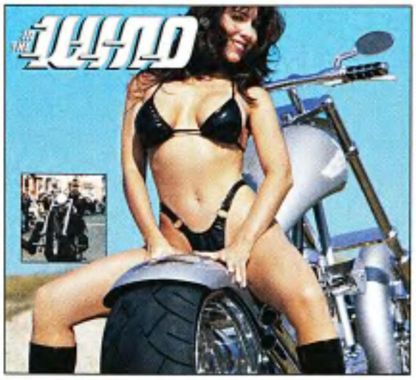
You'll find our usual bevy of beautiful custom bikes, enjoy a True Road Tale that'll make you remember your first ride and meet the Hardly Angels; an all-woman motorcycle drill team!

We'll bring you two great guides: one on carburetors and another on forward controls. All this, *plus*, our Annual Daytona Survival Guide. It's all comin' at ya like a runaway train and there's just no stopping it! *On sale Feb. 6, '01*

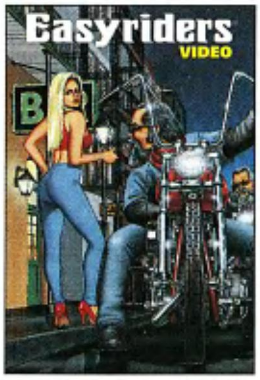


Gird yer loins and reach for them high-bars! The March issue of *Biker* offers up the Bean Blossom Boogie and a run from Boston, to Washington, D.C.! It's more fun than a fart in church! *Jan. 9, '01*

The February issue of *VQ* takes you hunting in Alaska, hacking with a Ness-built taxi-bike, hob-knobbing at a posh London bike show, and exploring the wild outback of Australia. *On sale now*



March's *In The Wind* (#104) shows off Ms. Easyriders in all her glory as well as Dave Welch's tribute to 30 years of ridin' easy. Plus, loads of flicks from the 60th Black Hills Classic. *On sale now*



The ultra-hot spotlight is on the bountiful babes in this steamin' Easyriders Video, with a load of really great events like the Big Easy Ride, the Easyriders Fox Hunt competition, and the Atlanta Ride for Healthier Babies tossed in for good measure. All this and a rare interview with Peter Fonda. It's one babe-a-licious treat! Get yours now by calling (800) 247-6246.

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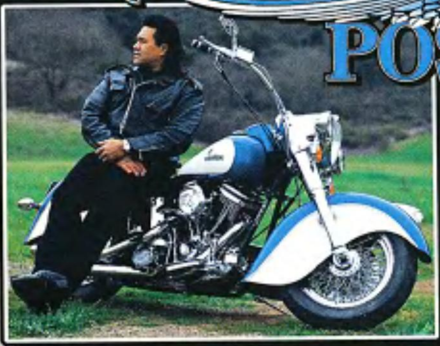

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EACH REGIONAL BIKE SHOW will have two competition classes: Spectator Class and Judged Class. We will award 22 trophies in the spectator class, and 18 trophies in the judged class. 1st place best of show in each class will each recieve a feature in one of our magazines. 1st-3rd place, Best of show in each class will all receive a $1,000.00 award certificate and a trophy. You must have your bike entered and on display at Columbus in order to collect the $1,000.00.

HOW TO REGISTER:

1. Call 1-800-962-9857 and request an application.
2. Return application with entry fee before deadline.
3. Show up, check-in, show off and best of luck.

Belt Drives Ltd. · Performance Machine • Inc Disc Brakes and Wheels · Indian America's First Motorcycle

Interested Exhibitors Call 800-962-9857
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Beverly has never attended riding school, but that's never stopped her from giving lessons.

American IronHorse Motorcycles are available at these dealers:

Alamo Cycle Plex
San Antonio, TX

Alternative Bike Works
Springdale, AR

American Discount Cycle Mart, Inc.
Waterford, MI

Apache Motorcycle
Weatherford, TX

Bikers Boulevard
Raleigh, NC

Bikers Dream
Atlanta, GA
Long Island, NY

Blues City Cycles
Memphis, TN

Canyon Cycle
Agoura Hills, CA

Classic Cycles
Gulfport, MS

Coleman Motorcycle Co.
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Baltimore, MD

Desert Motorsports
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